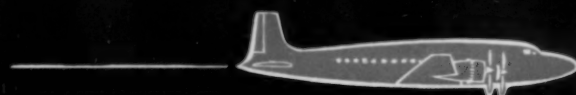


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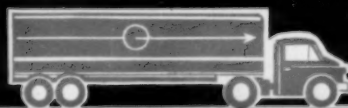
OCTOBER 1959



... BY AIR



... BY RAIL



... BY TRUCK



... BY WATER

TRANSPORTATION ANNUAL

IT'S A FACT!

this **NEW** ALLIS-CHALMERS 3,000 lb lift truck gives you

LESS where you want less... MORE where you want more

LESS length — only 73 in., less the forks.

LESS cost — Lowest in its class. It's a fact!

LESS maintenance — because of heavy-duty engine and bonus strength throughout.

SHORTER wheel base — only 42 in.

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Right-angle stacks in **NARROWER** aisles — 79¼ in. plus load length.

MORE stacking height — 131½ in. with standard mast.

MORE mast selections — there's a mast for every need. Tri-lift, high-lift and extra-free lift masts are quickly interchangeable.

CHOICE of drive—you can have POWER SHIFT torque converter drive or standard constant mesh transmission.



These facts add up to the *MOST LIFT TRUCK* for your money — any way you look at it. Let your Allis-Chalmers dealer prove it. He'll be glad to — and you'll be glad he did. Allis-Chalmers, Milwaukee 1, Wis.

FTB30-24

3,000-lb, cushion tires

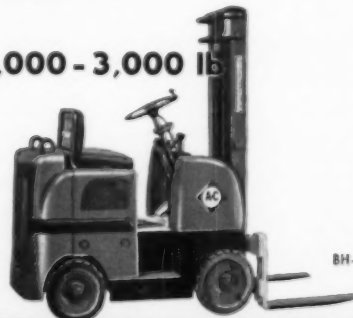
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2,000 lb
cushion tires



FTP20-24
2,000 lb
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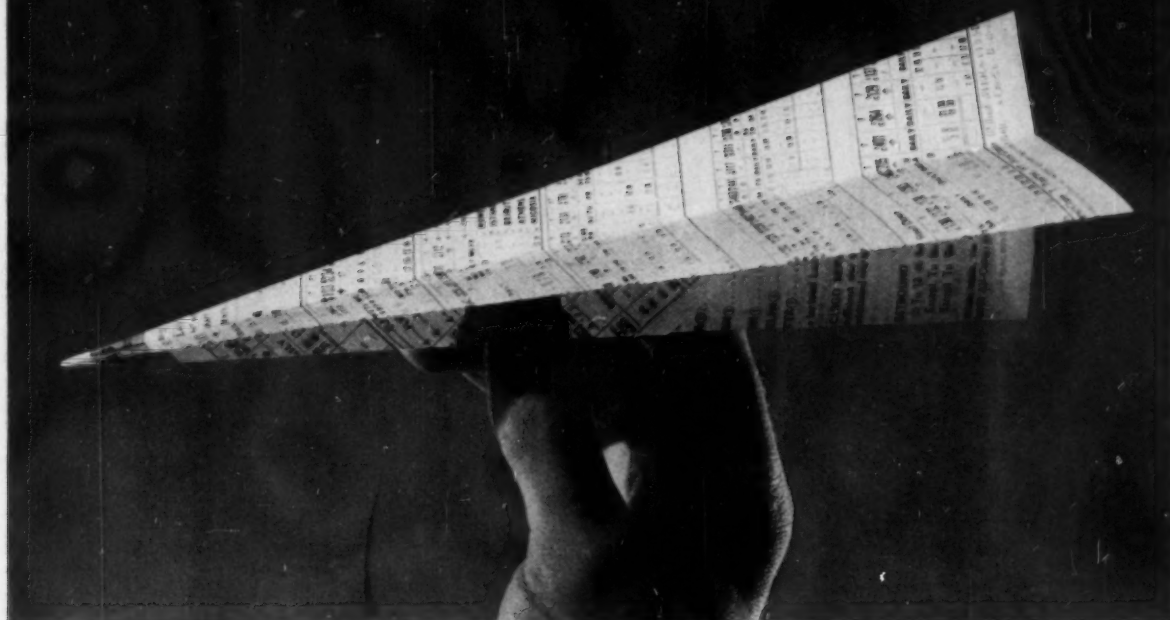
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Now every other cargo schedule goes out the window!



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MORE SPACE (10,000 pounds capacity with every new Jet plane!) • MORE JETS • MORE FLIGHTS • MORE

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■ WHEN 16 RAILROADS GET TOGETHER...
 your routing or diversion plans can be
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 T.P.&W. connects directly with these
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YOUR ELECTRIC TRUCK BATTERY

Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 20, Pa.



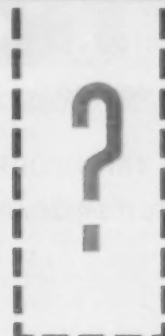
Electric Truck Annual Savings over gas trucks



1940



TODAY



FUTURE

Why miss out on these economies? See how electric truck savings have grown since 1940. You could be saving money right now. And if this trend continues, you can save more every year in the future.

EASE THE PROFIT SQUEEZE

Electric Truck Economy Over Gas Keeps Growing and Growing

Even way back in 1940, Exide-battery-powered industrial trucks were roughly 30% more economical than gas-powered trucks. Today they're roughly twice as economical. And the trend suggests still greater economy in the future.

Inflation has driven the cost of most things up sharply. But in the field of materials handling, it has actually favored electric industrial trucks. Examine the three main ingredients of industrial truck cost: fuel, maintenance and depreciation.

The ingredients of truck cost

The cost of gasoline has gone up about 80% since 1940. But the cost of battery power is still at about the same level. This is partly because the cost of electricity itself has actually decreased. And new batteries and chargers give you more capacity and life per dollar of cost.

Maintenance labor rates and parts prices have gone up for both types of trucks. But electric trucks need less than half the maintenance that gas trucks do. Depreciation has always been lower for electric trucks and still is. This is the result of longer useful truck life—estimated to be from 2 to 3 times as great as that of gas trucks.

New batteries mean improved performance

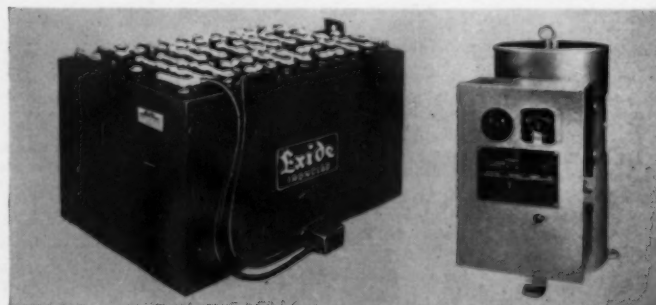
Today's electric industrial trucks not only offer greater relative economy than ever before, but also the highest performance ever. The combination of advantages makes them today's best materials handling bargain. Two years ago Exide introduced new improved truck batteries that pack more power into the same space and offer longer life of service. This means that every truck

can carry more power capacity for longer work shifts, longer runs, and higher productivity.

Typical savings

Records of thousands of trucks in a wide variety of typical applications indicate that average economies for electric trucks total up to \$1500 per truck per year as compared with gas-powered trucks. Why don't you help your company "ease the profit squeeze" by putting electric trucks to work saving you money right now. Exide's plan for leasing batteries and chargers makes it possible to switch with a nominal capital investment.

For data that will assist you in analyzing your own operating costs, write for free copy of 14-page Form 6262



New batteries . . . new chargers. Get the complete Exide power package. 50 years of constant improvement have gone into today's Exide-Ironclad Battery. New materials and advanced construction give it more power and longer life potential than ever. New vertical chargers save $\frac{3}{4}$ floor area mounting space. Maintenance is easier and less costly. Get both battery and charger from Exide. Save both ways.

For details on the new Exide-Ironclad Batteries, write for a copy of 8-page illustrated Brochure 6230

Exide®

Circle No. 1 on Card, Facing Page 147, for more information

TRANSPORTATION

AIR TRANSPORTATION

DIRECTORY OF AIRPORTS — Page 37

This airport directory gives you an alphabetical listing of the nation's airports, their flights in and out, shipper facilities, all-cargo flights, and the airlines which participate in airport's activity as reported by 39 airports in this special survey

AIRLINE MAPS OF THE U.S. — Pages 42 & 45

Two maps show the major airlines which fly both combination passenger-cargo and all-cargo planes operating over air routes certificated to truckline carriers. Nineteen airlines make-up this information map-guide, a handy reference for routing

HIGHWAY TRANSPORTATION

NEW HIGHWAY LEGISLATION — Page 55

DA's annual summary of new state highway regulations which includes funds, taxes, fees, safety equipment, size and weight limits, and other essential information keyed to help you

STATE SIZE & WEIGHT LIMITS — Page 59

Here in easy-to-read chart form are the various size and weight limits by state presented alphabetically across the board. Also provided is a table of axle weight based upon tire widths

STATE MUD GUARD REQUIREMENTS — Page 63

Mudguard provisions are included in the motor vehicle requirements of 27 states. States and their requirements are given in chart form in alphabetical order to allow a quick and efficient check. Nine states have requirements affecting trucks, semi-trailers, trailers, and pole trailers.

RAILROAD TRANSPORTATION

PIGGY-BACK SERVICE & ROUTING GUIDE — Page 85

Fifty-seven railroads are represented in this year's piggy-back section which contains the piggy-back service guide and directory of piggy-back railroads. Separate maps give a general presentation of the piggy-back area covered by each road, and show location of each ramp

WATER TRANSPORTATION

DIRECTORY OF U.S. PORTS — Page 116

Gives ports in alphabetical order complete with their facilities, the ship lines which use the port and its facilities, warehouses located in and near the port area, and port development groups which provide shippers with data such as sailings, schedules

INLAND WATERWAY MAPS — Page 126

The inland waterways of the U. S. are illustrated by two maps in this section which show the major port areas along with the waterways which connect to make the system one that is handling an increasing quantity of traffic in bulk products

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ANNUAL

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Vol. 58, No. 10

ESTABLISHED 1901

OCTOBER 1959

AIR MILEAGE CHART—Page 47

This chart is established to act as your handy guide when shipping via air from any one of the nation's airport facilities. It gives complete mileage figures between the major city airports. This up-to-date information was obtained from the CAB

DIRECTORY OF AIR FORWARDERS—Page 48

Alphabetical listing of air freight forwarders which offer expedited, packaging, and consolidation services to shippers. The listing shows both domestic and international organizations currently offering these services to you, the air shipper

SAFETY EQUIPMENT—Page 64

The latest in information on what safety equipment you must have in order to operate in the separate states. States are listed in table form alphabetically along with the equipment

TURNPIKE GUIDE—Page 75

Turnpikes stretching across the country are shown here along with their interchanges and connecting links with state and U. S. highway routes. Added feature is a directory of officials

A PROGRESS REPORT ON THE INTERSTATE HIGHWAY SYSTEM—Page 68

This progress report employs two-color maps and several tables to illustrate the progress and present status of the interstate highway system. Maps show highways that have been completed, ones that are under construction, and others that have been proposed. Tables give cost data

RAILROAD MILEAGE BETWEEN U.S. CITIES—Page 107

This chart gives you the short-line distances in miles for railroads operating between the major U. S. cities. Used as a helpful tool, this chart can guide warehouse planning, locating branch plants, routings, and other important distribution decisions. Thirty-six cities are listed

INLAND WATERWAY DATA—Page 126

Specific data about the inland waterway system giving the navigable lengths and depths of routes, traffic transported on the system for specific calendar years (excluding the Great Lakes as compiled by the Engineers Corps, U.S. Army

IMPORT-EXPORT DATA—Page 128

Five tables give you information on tonnage and percent distribution of selected export and general import commodities, transportation origin, and destination outside the port area by mode of transportation. Shipping weight is in short tons.

WAREHOUSE SECTION

WAREHOUSE DATA—Page 133

Consists of many tables which you can use to determine pallet patterns, has information on stacking heights, aisle arrangements for order selection programs, also gives weight information on canned foods

DIRECTORY OF ASSOCIATIONS—Page 137

In this directory are many of the associations in the field of physical distribution. All of them offer the shipper information about their part in physical distribution and the services which their members perform. Some are restricted to particular groups such as warehousemen

DEPARTMENTS

Chuting the News	7	New Products	24
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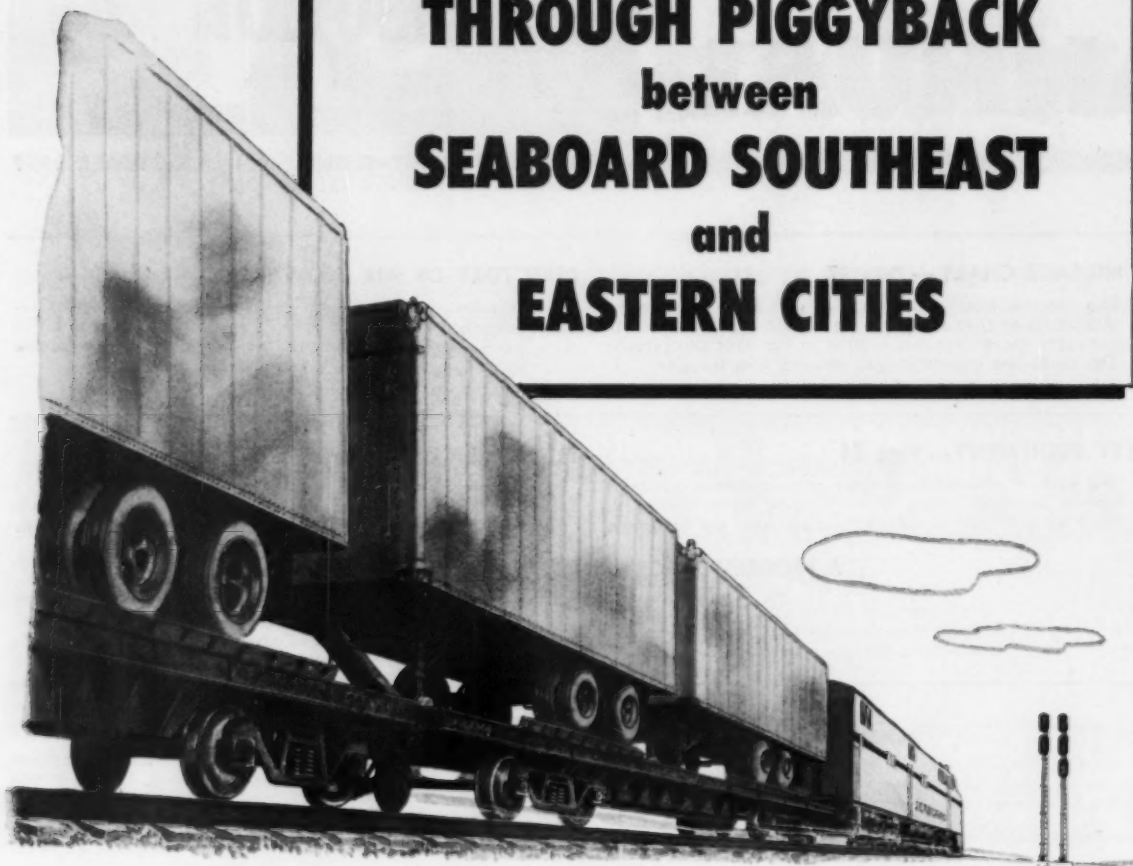
Accepted as controlled circulation publication at Philadelphia, Pa. Copyright 1959 by Chilton Company. Published monthly. Subscription rates: U. S. \$10 per year; Canada \$12 per year; Foreign Countries \$15 per year. Single copies 75c each, except February Directory Number—\$5 per copy.

OCTOBER 1959

5

announcing...

THROUGH PIGGYBACK
between
SEABOARD SOUTHEAST
and
EASTERN CITIES

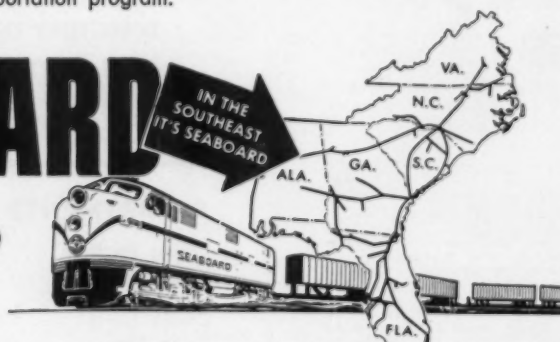


Beginning November 1, Seaboard will bring to shippers and receivers in the Southeast *through trailer-on-flatcar service* to Baltimore, Philadelphia and New York.

Initially, this new service will be provided in Atlanta, Birmingham, Charlotte, Savannah, Jacksonville, Orlando, Tampa and Miami. Plans call for adding other Seaboard cities as soon as suitable arrangements can be made.

Your nearest Seaboard representative will be glad to give you complete information and keep you posted on changes. Let him tell you now how this new, up-to-the-minute service can benefit your transportation program.

SEABOARD
AIR LINE
RAILROAD



THE ROUTE OF COURTEOUS SERVICE

CHUTING THE



NITLeague Brief Backs Guaranteed Rate Idea

The National Industrial Traffic League has filed with the ICC a brief in support of the guaranteed rate principle.

The league position is based on six points—the railroad rate structure requires new techniques, this guaranteed rate plan is a desirable innovation, both shipper and railroad will benefit, the proposal represents constructive action by railroad management, the plan involves no violation of substantive requirements or prohibitions of the Interstate Commerce Act, and it is in accordance with the Transportation Act of 1958.

The brief was filed in support of I&S Docket No. 7151, Guaranteed Rates-Sault Ste. Marie, Ont., to Chicago, Ill.

—DA—

The Material Handling Institute's Traveling Clinic will make two stops in New England in October. One is Oct. 27 in Hartford, Conn. The other is Oct. 28 in Boston.

—DA—

Erratum

In the August issue of DISTRIBUTION AGE, the article, "New Tread Wheels Ahead," contained an incorrect statement to the effect that a wheel other than that made by Disogrin Industries, Inc., was in use at the F. W. Woolworth warehouse in New York. The only polyurethane wheels which the warehouse has used have been manufactured by Disogrin Industries, Inc.

Heiner Elected President As AST&T Holds Annual Meeting, Board Meeting, Transport Conference

Albert P. Heiner, vice president-traffic and public relations, Kaiser Steel Corp., Oakland, Calif., was elected president of The American Society of Traffic and Transportation recently.

F. A. Doebber, of Citizens Gas and Coke, Indianapolis, became chairman of the Board. Officers were elected by the Board of Directors at a meeting held in connection with the Society's Annual Meeting.

—DA—

Murph Elected President Of Southern Traffic Group

Election of officers was held at the recent 41st Annual Meeting of The Southern Traffic League, Inc.

The following were chosen to serve for the coming year: W. L. Murph, Jr., Kannapolis, N. C., president; C. B. Culpepper, Atlanta, Ga., first vice president; and Roland A. Smith, Miami, Fla., second vice president. L. E. Galaspie, retiring president, became chairman of the Board.

Boston-to-West Double Bottom



Operation of 85-ft double bottoms has begun on a 540-mile route from Boston, Mass., to Ripley, N. Y., following the opening of a bridge over the Hudson River. The bridge, 8 miles south of Albany, links the New York Thruway and the Massachusetts Turnpike

Frank J. Ryan, of Helm's Express, Inc., Pittsburgh, was elected vice president and public relations director; K. H. Jamieson, Eastman Kodak, Rochester, vice president; Ralph E. Covey, American Sugar Refining Co., New York, vice president; and Henry A. Fahl, Chicago, registrar and assistant secretary-treasurer.

Hershel Hollopeter, of Terre Haute, Ind., who recently resigned from the executive committee, retained the position of secretary-treasurer. His place on the committee will be filled by E. F. Hamm, Jr., of Washington, D. C.

Board members re-elected by the Society are: E. H. Breisacher, Philadelphia; V. D. Cover, Syracuse; Jamieson; C. H. Vayo, Rochester; and E. A. Weathers, New York. Newly elected members are G. R. Glover, Chicago, and W. M. King, Washington, D. C.

The conference consisted of two panels and dealt with the theme, "Searching for New Skills in Traffic and Transportation." In addition, three discussions of the Society's program were held.

—DA—

A three-month test run of double bottoms is being conducted on the Kansas Turnpike.

(Please Turn Page)

Chuting the News . . .

(Continued from Preceding Page)

Labor Trouble at Hand for Railroads As Companies Move to End Featherbedding, Union Asks Raise

Labor trouble looms ahead for the shipper and Oct. 31 is the deadline. Daniel P. Loomis, speaking at the 46th Annual Meeting of the American Short Line Railroad Association, called new wage demands "indefensible." He appealed to railroad labor leaders for moderation in wage demands and called on them to put an end to "featherbedding."

AAR Vice President J. Handley Wright has also predicted critical labor negotiations centered around Oct. 31. This year a three-year moratorium on changes in work rules expires with the union contract.

Railroad unions are expected to strenuously oppose reductions that will cut down manhours, having in the past 10 years already experienced drastic losses in the work force.

Loomis outlined a three-point program for the entire railroad industry as it approaches a new year. First is a drive for fair treatment from the government. Second is a streamlining of equipment and services. Third is replacing "featherbedding" with cooperative employer-manager relations.

There were 937 vessels in the active ocean-going U. S. merchant fleet on July 1, the Maritime Administration reports.

Port Equipment Exhibit Planned by Port Group

An exhibit of port equipment will be held at the 1959 Convention of the American Association of Port Authorities, it was announced recently.

It will include cranes, cargo-handling gear, construction materials, dredging equipment, and work of engineering firms.

At the 48th Annual Convention, to open Dec. 7 in West Palm Beach, Fla., one of the principal points to be discussed will be "What's Ahead for Containers."

Joint Tolls Advisory Board

The Joint Tolls Advisory Board for the St. Lawrence Seaway was set up recently. The two United States members are E. Reece Harrill, assistant administrator, the St. Lawrence Seaway Development Corp. and Dr. Charles A. Taff, professor of transportation, University of Maryland. The two Canadian members are George A. Scott, director of economic policy, Department of Transport, and George M. Schuthe, chief, Transportation and Trade Services Div., Department of Trade and Commerce.

NSST Conference

The Seventh Annual Meeting of the National Small Shipments Traffic Conference was held recently in Chicago. Motor and rail rates were among the many subjects discussed.

Top management now pinpoints physical distribution—the job of moving your product from the end of the production line to your customer's plant or warehouse—as the third largest cost of doing business, the American Management Association reports. To study how to reduce this cost, the AMA will hold a conference Oct. 26-28 at the Roosevelt Hotel, New York City. For details contact AMA, 1515 Broadway, New York 36, N. Y.

SEWMA Holds Meeting



Jay Weil, Jr. (left), new president of Southeastern Warehousemen's and Movers Assn., Inc., accepts gavel from Kenneth L. Hessey (right), retiring president. Weil is vp of Gulf Shipline Storage Co., New Orleans.

Commission Finds Rates In Paint Case Lawful

The Interstate Commerce Commission recently gave its approval to incentive paint rates.

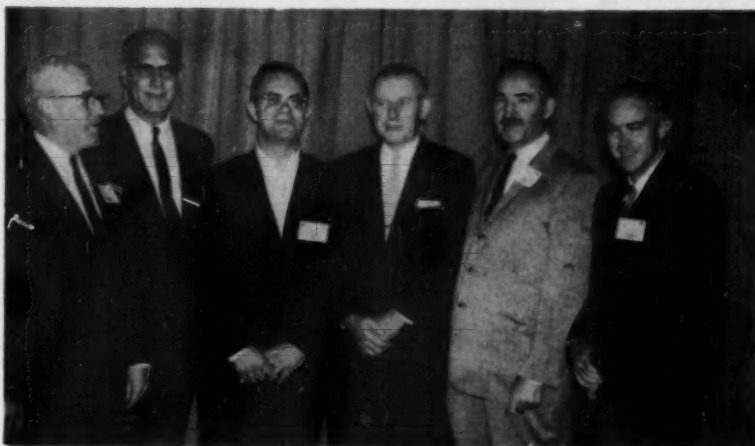
The Commission found that reduced rail rates on specified paints and related articles in boxcar lots between points in the Official Territory are lawful. A minimum weight of 30,000 lb has been set. The new rate is about 10 per cent lower than the base rate on the second 30,000 lb and about 25 per cent lower on any weight over 60,000 lb.

This is the first major decision involving the extent that the rule of competitive rate making was changed by the Act of 1958.

Intercity Tonnage Gain

American Trucking Associations, Inc., reported a second quarter gain in intercity tonnage of 20.5 per cent, compared to the same period of 1958.

Associated Traffic Club Officers



Officers of the Associated Traffic Clubs of America, elected at the group's Annual Meeting, are (left to right) Frank L. O'Neill, of St. Paul, Minn., chairman of the board; L. E. Galaspie, Richmond, Va., president; Eugene Landis, Skokie, Ill., executive vice-president; Dr. Edmund A. Nightingale, Minneapolis, Minn., vice president-education and research; R. Paul Yellen, Baltimore, treasurer and assistant secretary; and Floyd C. Day, Washington, D. C., secretary.

Motor Carriers Get Plan To Assist Community

Motor carriers are being urged to take a more active role in assisting industries to locate in their community.

This is a project announced recently by the Customer Relations Council of the American Trucking Associations, Inc. The group has developed and published a "package plan" to help the individual carrier air local industrial development programs.

Chairman A. A. Smith has announced that the plan will be available to the entire trucking industry. Copies are available through John P. McGill, secretary, ATA Customer Relations Council, American Trucking Associations, Inc., 1424 16th St., N. W., Washington 6, D. C.

—DA—

H-S Carriers Conference

Heavy-Specialized Carriers Conference, ATA, will hold its annual meeting on Oct. 16 and 17, at the Hotel Biltmore, Los Angeles, Calif.

DNA Annual Convention

Delta Nu Alpha's president, J. T. MacKenzie, will address the Annual Convention of the Delta Nu Alpha Transportation Fraternity on Oct. 30 at the Penn Sheraton Hotel, Pittsburgh, Pa. He will speak on traffic and transportation education in Canada.

—DA—

Shipments of corrugated and solid fibre boxes were 15.9 per cent higher during the first six months of 1959, the Fibre Box Association announced recently.

—DA—

Second Packaging Seminar

The second in a series of "Packaging Seminars for Professional Members" of the Packaging Institute was held recently in Chicago. A panel of experts held a roundtable discussion and answered questions submitted in advance by professional members. L. T. Hayhurst of National Dairy Products Corp. served as panel moderator.

Legislative Line-Up

Following is a brief summary of legislative items pending in Washington. The status reported is as of September 15.

ALASKA CARRIERS—Legislation affecting the regulation of Alaska carriers awaits final congressional action next year. S. 1509, passed by the Senate, and H. R. 6244 are before House Commerce Committee. S. 1508 remains on the Senate calendar. Prospects are good that one or more of these measures will get full congressional approval in 1960.

COMMON OWNERSHIP—Disposal of five Senate bills involving common ownership of multiple modes of transport has been delayed. Bills are S. 452, 1353, 1354, 1355, and 2189. All are before the Senate surface transportation subcommittee, which has not indicated how it will handle them.

DUAL RATES—House Merchant Marine Committee staff members are gathering information in Europe and the Far East on the effects of steamship conference rates. The committee may draft legislation on dual rates in 1960.

GOVERNMENT COMPETITION—Staff of the House Government Operations Committee is continuing its study of H. R. 99 and other bills to limit federal competition with private business.

HIGHWAYS—New law will permit a continuing high rate of federal aid to the roadbuilding program. Federal gasoline tax increase, 1 cent per gallon, is to be effective for 21 months, ending June 30, 1961. Tax boost is to be replaced, for three years, by the steering of more automotive excise funds into road financing.

OCEAN FREIGHT FORWARDERS—Hearings are to be held in 1960 on a bill to authorize the Federal Maritime Board to license ocean freight forwarders. Senate Commerce Committee will conduct the hearings on H. R. 5068, which the House passed this year.

RAIL CAR RENTAL—S. 1789, covering incentive per diem rates, is to be brought to a vote in the Senate next year. Awaiting action by the House Commerce Committee is another rail car rental bill, H. R. 7937.

TAXATION OF INTERSTATE COMMERCE—Curb is placed on state income taxation of firms in interstate commerce by new Public Law 86-272. Firms merely taking orders in the taxing state are not to be taxed. Congress continues to study state taxation problems.

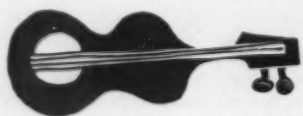
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For shipping cars



or jars



or toy guitars

**The better way
is Santa Fe**

No matter what you ship
call the nearest Santa Fe
Traffic Office and let
the longest railroad in
the U.S.A. go to work
for you.



Chuting the News . . .

(Continued from Page 9)

NDTA Committee Urges Container Standardization

Prospects for a privately owned, government - sponsored pool of freight containers interchangeable for all types of carriage took a long step forward recently.

A committee of U. S. defense officials, equipment suppliers, and major carriers presented its recommendation for a uniform container. Width and height would be 8 ft. Lengths would be 20 and 40 ft.

The recommendations were reported to the executive committee of the National Defense Transportation Association. The specifications were carried in a report by Morris Forgash, chairman of the group.

—DA—

Conference on Distribution

Boston Conference on Distribution will hold its 31st Annual Conference at the Hotel Statler-Hilton, Boston, Oct. 19-20. It is under new sponsorship with the cooperation of 82 leading educational and business institutions.

—DA—

Hector Resigns from CAB

Louis J. Hector resigned from the Civil Aeronautics Board. In his letter of resignation he criticized the CAB as "not competent . . . to regulate a vital national industry in the public interest."

—DA—

News Briefs

A new distribution center has been opened at Oakland, Calif., by William Rorer, Inc.

A contract for the conversion of three Super G Constellations has been awarded to Lockheed Aircraft Service, Inc., by Air-India International.

Fifty Baltimore and Ohio Railroad boxcars will soon be equipped with a tough aluminum lining which was developed by the Aluminum Co. of America.

The House Small Business Committee will hear problems relevant to small business in food distribution at the following places and times: San Francisco, Calif., Oct. 8; Denver, Colo., Nov. 2; San Francisco, Calif., Nov. 4; Los Angeles, Calif., Nov. 12; and Washington, D. C., Dec. 8.

Direct jet-prop all-cargo service to the Far East and South Pacific from Eastern, Mid-Western, and West Coast industrial and trade centers will result in a 69 per cent reduction in trans-Pacific air freight rates, Seaboard and Western Airlines claims. That company has presented a plan before the CAB calling for 25 round-trip all-cargo flights weekly on three new trans-Pacific routes.

Authority to operate the first non-stop air service between Chicago and Honolulu has been requested from the CAB by United Air Lines.

Chesapeake and Ohio Railway has extended its piggy-back operations from Charleston to Huntington, W.

Va., in order to provide motor carriers with expedited service.

The nation's leading shallow-draft water carrier executives recently reviewed industry conditions at meeting in St. Louis, Mo. They met with U. S. Coast Guard officials to work out navigation improvements.

Receiving bronze trophies in four classes at a recent North Carolina State Roadshow at the Charlotte Coliseum were: Cline Rhew, straight truck champ, The Mason and Dixon Lines, Ashville; Jack H. Frank, single axle champ, McLean Trucking Co., Winston-Salem; Earl H. Hudson, tandem axle champ, The Mason and Dixon Lines; and Baxter F. Bates, tank truck champ, Maybelle Transport Co., Lexington.

Ground has been broken in Miami, Fla., for a \$1½-million office building to house Ryder System, Inc., executives and departments. The building will have seven stories on a five-acre tract of land.

The longest vertical-lift span in the world went into operation recently when a Baltimore and Ohio Railroad train crossed the new \$11,000,000 bridge over Arthur Kill, an arm of New York Harbor between Staten Island and New Jersey.

Piggy-back operations will be inaugurated at Birmingham, Ala., in November by the Seaboard Air Line Railroad (See Page 110).

(Please Turn to Page 19)



News from your



ANALYSIS MAN



4 reasons for choosing All-Purpose pneumatic tires

If you use pneumatic tires on your materials handling equipment, consider these 4 facts: (1) B.F. Goodrich All-Purpose pneumatic tires give extra traction on all hauling surfaces. (2) They protect floors from damage. (3) Operator fatigue and equipment maintenance are reduced. (4) All-Purpose tires are stronger, more stable, have hundreds of gripping edges. Ask your B.F. Goodrich Tire and Wheel Analysis man if this isn't the kind of tire you should be using.



I can save you up to 50% on industrial tire costs

All-Purpose and "wired" tires are just 2 examples of the specialized industrial tires B.F. Goodrich makes. As your trained Tire and Wheel Analysis man, I know which tires are best for you. My survey of your operation costs nothing—can pay big dividends in money saved on tire costs. Mail the coupon today for my FREE services and tire recommendations.

Specify B.F. Goodrich tires when ordering new equipment.

The wire in these tires saves concrete pipe company 200% on tire costs



Scraps of reinforcing rods used in pipe construction once caused terrific tire trouble for this Toledo, Ohio, concern. Then the B.F. Goodrich Tire and Wheel Analysis man suggested a switch to new "wired" tires—tires made with a special shield of steel wire under the tread to guard against punctures and blowouts.

Result: Tires once lasted only 6 months, but these B.F. Goodrich "wired" tires have been in constant use for 2½ years *without repairs*. Tire costs have been cut 200%. This is typical of the work a B.F. Goodrich Tire and Wheel Analysis man does. What can he do for you?



Smileage!

The B.F. Goodrich Company
Department TW-792, Akron 18, Ohio

- ☐ Please send me information on All-Purpose tires.
- ☐ Please send me information on "wired" pneumatic tires.
- ☐ Please have the Tire and Wheel Analysis man call.

NAME _____

COMPANY _____

STREET _____

CITY _____ ZONE _____ STATE _____

B.F. Goodrich industrial tires

Circle No. 2 on Card, Facing Page 147, for more information

OCTOBER 1959

11

Advanced planning
by Global Van Lines...

A NEW TECHNOLOGY IN MOVING ...anything, anywhere

Every move by GLOBAL VAN LINES is made *twice*.

First, a "dry run" rehearsal by a Materials Handling Engineer. He methodically *plans* the move...from loading to final installation of equipment. All your moving problems are solved in *advance*. Costly delays are eliminated. GLOBAL VAN LINES "engineers" your move to *save* you time, money and effort. Move anything, anywhere...the *modern* way. Call your GLOBAL AGENT.

The modern, methodical, moving service for industry

GLOBAL VAN LINES

P.O. Box 3313 Terminal Annex, Los Angeles 54, California



MEN IN THE NEWS

Traffic

Bryant E. Jordan—advanced to domestic traffic manager; Gregory Mar-ames—foreign traffic manager; Asher Lane—traffic manager; Alfred Huss-natter, James C. Harkins—rate an-alysts at the Chemstrand Corp., New York, as part of realignment of its traffic and transportation activities.

Lewis A. Zorn—appointed manager, Monroe, Mich., distribution station, Dundee Cement Co.; Gerald J. Mulvey—manager, Chicago distribution sta-tion.

Ray W. Gonser—appointed traf-fic manager, Seid-litz Paint and Varnish Co., Kan-sas City, Mo.



Robert P. Storseth—named trans-portation economist, Chamber of Com-merce of the United States.

R. E. Harridge—promoted to assis-tant general traffic manager, Allied Mills, Inc., Chicago, Ill.

Transportation—Air

Malcolm A. MacIntyre—elected president, director, chief executive officer, Eastern Air Lines, New York.



—Rail

Wayne Irwin—elected vice presi-dent-finance for Assn. of American Railroads, Washington, D. C.

Roy W. Nelson (shown)—elected senior vice presi-dent, Minneapolis and St. Louis Railway Co.; J. R. Sullivan—vice president - traffic; C. L. Fuller—as-sistant vice presi-dent - Eastern region; Dale Ruffcorn—assistant vice president-Central region; Dwight L. McCaughan—vice president-line agen-cies; and Robert W. Chrisite — vice president-Western region.



Packaging

Jack R. Walchli—appointed man-ager of the Licensing and Research Dept. of Navan Product, Inc., North American Aviation subsidiary.

Drug firm discovers a

prescription for curing warehousing headaches



MAKING THE ROUNDS. In a matter of minutes, Link-Belt in-the-floor Trukveyor travels through warehouse of Narco Drug Co., Inc., wholesale drug firm, St. Louis, Missouri. Operating mechanism is in the floor . . . out of the way, yet easily accessible for routine maintenance.

LINK-BELT Trukveyor system speeds and simplifies order-filling at Narco Drug Co., warehouse

You *CAN* have fast, efficient order-filling when you've got more than 20,000 different products . . . scattered over 16,000 sq. ft. of shelving! Narco Drug Co. proves it can be done with a Link-Belt in-the-floor Trukveyor system.

The Trukveyor moves swiftly through the warehouse . . . can convey 400 double-deck carts per hour. Carts are tagged with shelving code letters to alert stock pickers along the route. When orders are completed, carts are removed from Trukveyor at packaging department. Orders are checked and packaged, carts are returned to Trukveyor.

In *any* warehouse, Trukveyors mean speed in stock handling and efficiency in overall operation. They move merchandise quickly, safely, orderly . . . eliminate congestion, reduce physical effort, minimize errors and damage.

Link-Belt Trukveyors can be custom-tailored to practically any layout or capacity requirement. And all components are standardized and available from stock. For full details, contact your nearest Link-Belt office.

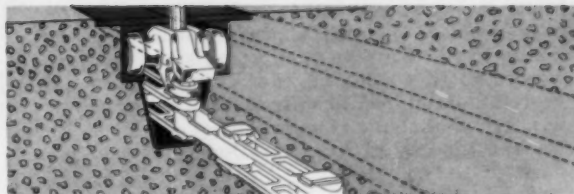
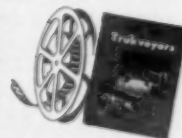


DIAGRAM of in-the-floor Trukveyor mechanism.

COLOR-SOUND FILM AVAILABLE!

Fifteen-minute, 16-mm film, "Pathway to Profits," shows Link-Belt Trukveyors in action . . . reveals how they solve handling problems, reduce costs. For film and Trukveyor Data Book 2497, **WRITE LINK-BELT EXECUTIVE OFFICES TODAY!**



LINK-BELT

IN-THE-FLOOR AND OVERHEAD TRUKVEYORS

LINK-BELT COMPANY: Executive Offices, Prudential Plaza, Chicago 1. To Serve Industry There Are Link-Belt Plants and Sales Offices in All Principal Cities. Export Office, New York 7; Australia, Marrickville (Sydney); Brazil, Sao Paulo; Canada, Scarboro (Toronto 13); South Africa, Springs; Representatives Throughout the World.

Circle No. 3 on Card, Facing Page 147, for more information



WASHINGTON

DA

By Ray M. Stroupe, *Chilton Washington News Bureau*

L.C.L. CHARGES RAISED—With ICC consent, the Railway Express Agency raised its less-than-carload rates on Sept. 1. The ICC refused to block increases of 35¢ per 100 lb, or per shipment, on traffic within Eastern or Mountain Pacific territories. For traffic moving in Western or Southern territories, and between all territories, the rise is 25¢ per 100 lb, or per shipment. The increases are figured to add about \$16 million a year in revenues.

AIDS FREIGHT RATE PRINCIPLE — Backing has been given the guaranteed freight rate principle by the National Industrial Traffic League. A NITL brief in the Soo Line R. R. case before the ICC calls the principle a "desirable innovation." Both shippers and carriers would benefit, the brief states. The Soo Line asks to cut by \$2.13 a ton the 80,000-lb-minimum rate on iron and steel pipe and tubing from Sault Ste. Marie, Ont., to the Chicago area.

STATE TAXING LIMITED — State taxation of the income of firms in interstate commerce is to be limited by a newly-enacted law. It prohibits taxing of companies which have no warehouses, offices, or other places of business in the taxing state. Supreme Court decisions were so worded so that much of interstate commerce appeared to be subject to state taxes. That prompted writing of the law. Congressional study of important aspects of state taxation is getting underway.

TOLLS BOARD FORMED—Questions concerning St. Lawrence Seaway tolls are to be examined by a new Joint Tolls Advisory Board. It has two U. S. members: E. Reece Harrill, assistant administrator, St. Lawrence Seaway Development Corp., and Dr. Charles A. Taff, of the University of Maryland. Canadian members are George A. Scott, of the Dept. of Transport (first chairman of the advisory board); and George M. Schuthe, of the Dept. of Trade and Commerce.

CLAIM RATIO CLIMBS—Members of the ATA National Freight Claim Council saw their composite claim ratio rise in 1958. The Council had complete reports from 130 motor carriers and brief summaries from 150 more. It found a claim ratio of 1.14 per cent, compared to 1.08 per cent in 1957. The carriers recorded nearly \$1.5 billion in revenue and \$16.3 million in loss and damage claims. The claim ratio was higher for larger than for smaller carriers.

CARRIERS GET MATS CONTRACTS — New commercial airlift contracts are awarded to six carriers by the Military Air Transport Service. Under contracts amounting to \$37 million, these carriers will move cargo and other traffic overseas in the year which began Oct. 1. Carriers signing agreements are Alaska Airlines, Inc.; Capitol Airways, Inc.; Hawaiian Airlines, Ltd.; Overseas National Airways, Inc.; Seaboard & Western Airlines, Inc.; and Slick Airways, Inc.

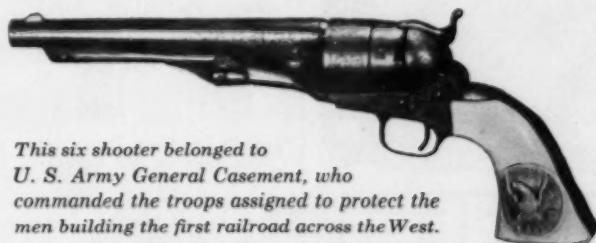
REFORM LAW FOR LABOR — Honest labor leaders and employers need not fear the new labor reform law, Labor Secretary Mitchell says. It will crack down on the dishonest. Transportation firms are to get new protection from it. The law bans secondary boycotts against railroads, municipalities, and government agencies because their workers were not "employees" under the Taft-Hartley law. Also, there is a general prohibition against hot cargo agreements.

CONTAINER BUSINESS FORECAST — Favorable activity during the remainder of the year is anticipated by container manufacturers. An upturn in the remaining months would be generally in line with the trend in the early part of the year. First-quarter production and shipments were about five per cent higher than in the matching months of 1958, according to the U. S. Commerce Dept. Steel shipping drums and pails and glass containers helped lead the way to gains.

LUMBER FEES ENDORSED—Lower rail rates on carloads of lumber shipped in certain western areas have ICC endorsement. The ICC, acting in I&S Docket 6933, has concurred in reductions applicable to minimum weights of 50,000, 60,000, and 70,000 lb. But the agency has directed cancellation of reductions subject to minimum weights below 50,000 lb. Shipments affected are from Oregon and northern California to southern California and Arizona.

ICC ON PARCEL POST — Oral argument on the Post Office Dept. request for higher parcel post rates is to be held before the ICC. An ICC examiner recently proposed approval of increases in zone rates. The ICC then called for oral argument before the entire commission on Oct. 9. Rate hikes sought in Docket 32158, averaging 17.1 per cent, would raise mailing costs \$88 million a year. Industrial shippers and other groups have protested the increases.

Rails opened the West



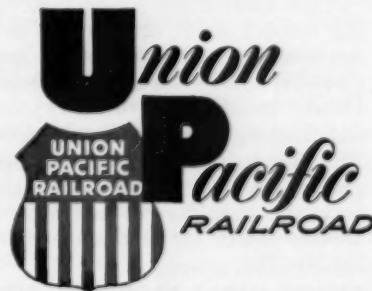
This six shooter belonged to U. S. Army General Casement, who commanded the troops assigned to protect the men building the first railroad across the West.

Opening the West through to the Pacific Coast, meant the beginning of a new era in America. As the supply line was established on Union Pacific, goods began to flow dependably.

Shippers on Union Pacific are provided a service second to none in the continuing leadership in the West. New types of equipment continue to be built for shippers' use. New track and new traffic controls improve the movement of trains.

Shippers also experience the progressive services of Union Pacific in the electronic car-reporting system, Transloading, and Trailer Freight.

*Whenever you ship
in or through the West,
be specific, ship...*



Strongest

for greater capacity

Strongest

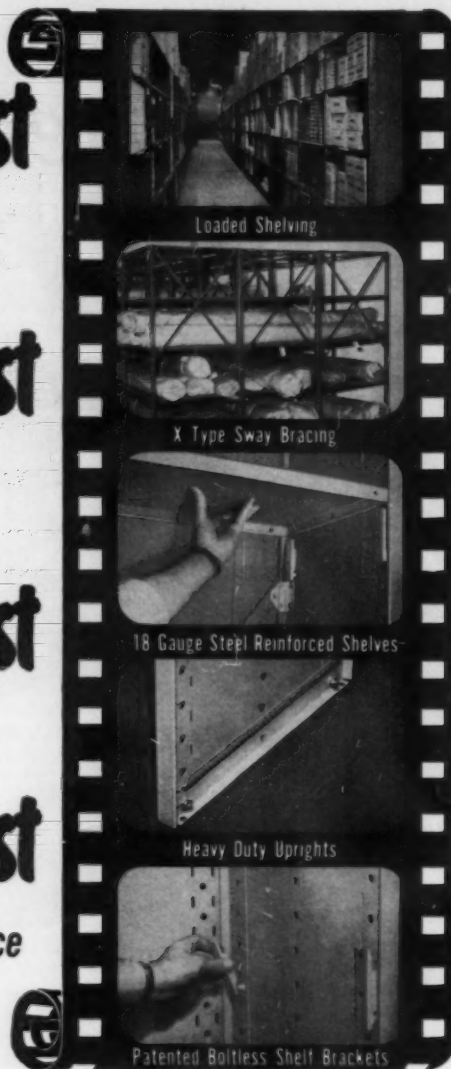
for longer life

Strongest

for more protection

Strongest

for lasting appearance



DELUXE

STEEL SHELVING

strongest

because . . .

. . . the shelves are constructed to increase *structural strength* by coping corners to fit around the closed uprights, which are of I-beam construction. Deluxe shelves are formed with a continuous flange, "box-lid type" design for *greater stability*. Reinforced shelves, a Deluxe exclusive, have factory-embedded steel bars returned on the end flanges, adding *maximum rigidity*.

The film strip shows some engineered features that contribute to the greater strength of Deluxe steel shelving. With patented boltless shelf brackets, it is fast to assemble, fast to rearrange. Call your local Deluxe dealer for details or write us for new Deluxe shelving catalog No. 284.

DELUXE METAL PRODUCTS COMPANY • WARREN 24, PENNA

A Division of The Royal Manufacturing Company

DM-59-01

Circle No. 4 on Card, Facing Page 147, for more information

Coming Events

- Oct. 11-14—National Defense Transportation Assn., Annual Convention and Logistics Forum, Olympic Hotel, Seattle, Wash.
- Oct. 15-16—Central Freight Claim Conference, Sheraton-Lincoln Hotel, Indianapolis, Ind.
- Oct. 16-17—Heavy-Specialized Carriers Conference, Hotel Biltmore, Los Angeles, Calif.
- Oct. 18-21—Southwest Warehouse & Transfer Assn., 42nd Annual Convention, Galvez Hotel, Galveston, Tex.
- Oct. 18-23—American Trucking Assn., Annual Convention, Statler Hotel, Los Angeles.
- Oct. 20-22—Caster & Floor Truck Mfrs. Assn., Annual Meeting, Dayton, Ohio.
- Oct. 20-22—Eastern Industrial Traffic League, Annual Meeting, Prince George Hotel, New York City.
- Oct. 30-Nov. 1—Delta Nu Alpha Transportation Convention, Annual Meeting, Pittsburgh, Pa.
- Nov. 1-5—Air-Conditioning and Refrigeration Institute, Membership Meeting, Haddon Hall, and 11th Exposition of the Air-Conditioning and Refrigeration Industry, Convention Hall, Atlantic City, N. J.
- Nov. 17-20—Packaging Machinery Mfrs. Institute Show, New York Coliseum, New York City.
- Dec. 2—Electric Overhead Crane Institute, Inc., Annual Meeting, Carlton House, Pittsburgh, Pa.
- Dec. 2-3—N.V.L. Warehousemen's Assn., Annual Meeting, Deauville Hotel, Miami Beach, Fla.
- Dec. 7—American Assn. of Port Authorities, Convention & Exhibit, West Palm Beach, Fla.
- Dec. 13-16—The Material Handling Institute, Inc., Annual Meeting, Savoy-Hilton Hotel, New York City.

1960

- Jan. 24-28—Truck Trailer Mfrs. Assn., Annual Meeting, del Coronado, Coronado, Calif.
- Jan. 26-27—Transportation Assn. of America, Annual Meeting, Commodore Hotel, New York City.
- Jan. 28-29—Private Truck Council of America, Inc., Annual Meeting, Hotel Roosevelt, New York City.

Shippers Advisory Boards

- Oct. 28-29—Midwest, Springfield, Ill.
- Oct. 28-29—Northwest, Bismarck, N.D.
- Nov. 10-11—Central Western, Denver, Colo.
- Dec. 3-4—Trans-Mo-Kansas, Kansas City, Mo.
- Dec. 10-11—Southeast, Miami, Fla.

1960

- Jan. 27-28—Pacific Coast, Los Angeles, Calif.

A Calendar of Events for 1960 is published in this issue of DA. It starts on page 142.

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AGE



Photo courtesy of Cities Service Oil Company (Delaware)

Now! Buy one truck...do the job of two!

The Clarklift fork trucks pictured above are demonstrating a new *dual* function. They stack 30% higher than equipment of similar, retracted mast height . . . can *also* drive through low boxcar doors and other tight clearances. Actually, it means you're getting two machines in one.

Utilizing Clark's new Triple Stage Upright, you are able to take better advantage of the *full* height of your warehouse . . . yet, use the *same* fork truck for loading rail cars or highway trucks, low-door

elevators, etc. The Triple Stage Upright enables your equipment to *work full time*, and on many *varied jobs* with no stacking height loss, no clearance problems, *no work stoppages*.

A specification sheet showing complete details is available on request.

Simply write: Triple Stage Upright, Clark Equipment Company, Battle Creek, Michigan.

**CLARK®
EQUIPMENT**

CLARKLIFT is a trademark of Clark Equipment Company



OVERSEAS



S. P. doesn't own or operate any ships. But we play a surprisingly important part in U.S. trade with foreign countries. We go down to the sea in freight cars at 23 deep-water ports on the West Coast and Texas-Louisiana Gulf Coast and we serve 11 border-crossing ports on the U.S.-Mexico boundary. About 5 million tons of import and export freight a year move through efficient S. P. terminals at these ports and gateways.



OVERLAND



Whenever you take the *train*, on one of the scenic routes and famous streamliners of S. P., you wonder why you don't indulge oftener in this kind of travel therapy . . . relaxing hours in your homey Pullman room (or deep-cushion Chair Car seat) . . . polite, attentive service wherever you go on board for meals or refreshments . . . time to unwind, time to cogitate, time to write a letter, even time to *sleep*. See your S. P. "Doctor" — he's the ticket agent.

The West and Southwest served by Southern Pacific comprise one of the fastest growing, most productive areas in the U. S. Our job is to match this vitality with dynamic transportation. We hope our customers and neighbors feel that we are doing so.

Southern Pacific

serving the West and Southwest with

TRAINS • TRUCKS • PIGGYBACK • PIPELINES

Chuting the News . . .

(Continued from Page 10)

ATA Executive Names Nominating Committee

Guy W. Rutland, Jr., chairman of the Board, has appointed the Nominating Committee for the American Trucking Associations, Inc.

This 13-member group will present a slate of officers at the Annual Convention, which will be held in Los Angeles, Oct. 18-23.

Committee members are: Henry E. English, Red Ball Motor Freight, Inc., chairman; Henry Pariseau, Auclair Transportation, Inc.; Robert Van Lier, Blue Bell Line; Harry Cooke, Penn Fruit Co.; L. R. Schwall, National Trucking Co.; Jack Cole, Jack Cole Co., Inc.; Virgil Freeman, North American Van Lines.

Also R. C. Williams, R. C. Williams, Inc.; W. R. Arthur, W. R. Arthur & Co., Inc.; Christian Bunning, John Bunning Transfer Co., Inc.; Julius Gaussoin, Silver Eagle Co.; T. R. Dwyer, Delta Lines, Inc.; and Lloyd Lawson, E & L Transport.

Club Briefs

The first meeting of the Dayton Chapter No. 159 of Delta Nu Alpha was concerned with initiating new members.

The Illinois Chapter of the Society of Packaging and Handling Engineers held its first meeting of the 1959-60 season recently with a discussion on transportation hazards.

The national president of the American Material Handling Society was present at the first meeting of the Society's New Jersey Chapter.

The Foreign Trade Club of Newark, N. J., recently held a luncheon meeting and tour of the Port area.

The first season luncheon of the Traffic Club of Houston featured a talk by Jack Walton of the Houston Natural Gas Co. on the petro-chemical industry.

Isadore E. Crade, supervisor motor carrier referee for the New York State Public Service Commission, spoke at a recent meeting of the Metropolitan New York Chapter, Assn. of Interstate Commerce Commission Practitioners.

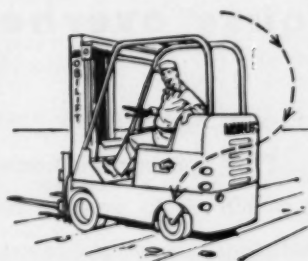
SPHE Board Meets, Plans Several New Service Projects

The Board of Directors and officers of the Society of Packaging and Handling Engineers met recently.

During the meeting, plans were created for several new projects to serve members and industry. The National Education Committee soon will embark on several projects aimed at assuring an adequate supply of trained packaging and handling technicians. Plans are being completed for this year's Packaging and Handling Competition.

—DA—

The First Annual General Meeting of the Canadian Institute of Traffic and Transportation will be held Oct. 22 at the Park Plaza Hotel, Toronto.



ask your driver about MOBILIFT

and the Mobilift Hydralizer . . . he'll tell you it cuts tire wear and improves traction on rough floors, dock boards and ramps.

Look us up in the Yellow pages or write today for further details!

LAMSON MOBILIFT CORP.
818 S.E. MAIN ST., PORTLAND 14, ORE.



Circle No. 6 on Card, Facing Page 147

3 GREAT NEW magic markers from Speedry!

SPEEDRY does it again! Three great new additions to the world's largest and most efficient line of marking, stamping, stencilling devices and inks for industry.

Speedry GIANT MAGIC MARKER

MODEL 126
U.S. Pat. No. 2,812,000

Type "A" Transparent inks. Instant-dry, waterproof, permanent for any surface or material. New heavy duty replaceable nib. Available in 8 colors.

Aluminum seamless body, 3/4" cube felt nib, with pocket clip. **\$1.59**
Refills 89¢ Replaceable Nibs 25¢

Speedry GIANT 'OPAQUE' MAGIC MARKER

MODEL 127
Pat. Pend.

Type "BB" Opaque inks (enamel base). Instant valve action. For clean, non-porous smooth surfaces. Available in 8 colors plus white.

Aluminum seamless body, 3/4" cubic and felt nib head, with pocket clip. **\$1.89** Refills 99¢

Speedry HEAVY 'OPAQUE' MAGIC MARKER

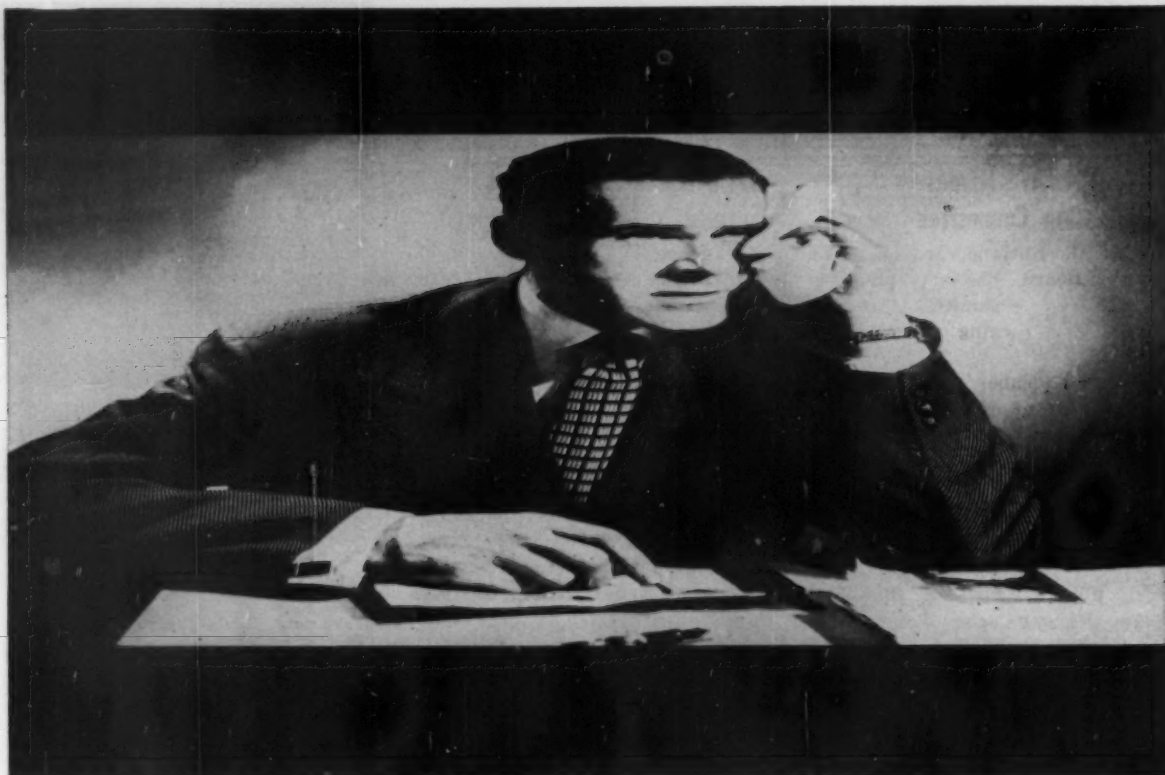
MODEL 133
Pat. Pend.

Type "DO" Heavy Opaque inks (lacquer base). Ball & Valve action in unbreakable, refillable squeeze bottle. For porous, dirty, rough, abrasive, grimy or oily surfaces. Now available white, black & yellow.

Filled ready-to-use. **\$1.79**
Type "DO" Inks
4 oz: \$1.40 8 oz: \$2.50 16 oz: \$4.35

The best mark on the job is made with a Speedry product. There's at least one for every job!

send for **FREE TECHNICAL BULLETINS** on specific marking, stamping, stencilling problems. Write: **SPEEDRY PRODUCTS, INC.**
Industrial Services Division
DEPT. DA-3, RICHMOND HILL 18, N. Y.
Circle No. 7 on Card, Facing Page 147



don't be squeezed by mounting branch house overhead costs!

Smart businessmen are using Crooks' Branch House Plan . . . the all-in-one branch house service (except selling) "tailored" to your specific needs. Much-in-demand conveniences like choice locations, spacious switch tracks, pool car distribution, etc., PLUS the additional advantages of modern buildings, low insurance rates, and responsible management help solve your warehousing/distribution problems. Consult us today!

CROOKS TERMINAL WAREHOUSES, INC.



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Associated with Overland Terminal Warehouse Co., 1807 E. Olympic Blvd., Los Angeles 21
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OFFERING COMPLETE BRANCH HOUSE FACILITIES:

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On the Line—



Was AFL-CIO Deceived?

There have been some unusually remarkable utterances at the AFL-CIO Annual Convention in San Francisco in mid September. Strangely, yet typically, the most temperate remarks were those by the union's president.

George Meany is a temperate man, well endowed with good, solid, common sense. It is natural and expected that he would oppose any law that would restrict or control labor unions and their officials. Yet, the strongest remark we've read or heard ascribed to him at the convention was that the Landrum-Griffin Act was "a bad bill."

Now we offer you two other short quotes for your comparison and amazement:

"Chase out of the halls of Congress everybody who voted for the Landrum-Griffin bill!"

"... drive the money changers from the temple and from the seats of government!"

The first of these quotes is from a speech at the AFL-CIO Convention by Representative John F. Shelley of California. The other was made by Edmund G. Brown, the governor of California, at the same convention.

There have been many times when we had written a hot letter or editorial, we were happy in the cold light of the next morning to revise it or to file it in the wastebasket. The remarks of the California politicians were not extemporaneous. They had every chance before the convention for sober reflection and revision of their statements. Instead, they delivered two of the most idiotic remarks any politician probably ever made about his contemporaries.

At first we laughed; the sentences read like cartoon gags or lines from a hillbilly stage show. But the humor soon vanished as it occurred to us that some of the AFL-CIO people might have been taken in by the politicians.

We charge that those statements are intemperate, insincere, and insulting to the intelligence of the AFL-CIO delegation.

We charge, further, that those remarks are an injurious indictment of the Congress; that they were premeditated and contrived for personal, political gain.

Such deceit should be remembered at election time.

Classified Facts

One of the greatest weaknesses in the field of physical distribution is the lack of classified facts—other than where the ICC and other government agencies insist on them. Even in this area, only certain financial and operational data relative to interstate commerce are available.

As simple proof, the editor's daily mail never fails to contain at least one letter asking for specific information which the writer states he needs for administrative or operational uses.

Sometimes we can answer such a letter promptly. Often only partial answers can be supplied. At times we are obliged to reply that no exact data can be supplied. The facts just don't exist in available form—or in any form.

As an aid to DA readers, and to help advance physical distribution as an exact arm of business and industry, the editors launch with this issue solid sections of reference data.

The contents are based on the information most frequently requested in letters to the editor. In addition, most of the reference data normally published in past issues of this Transportation Annual have been brought up to date.

This issue has been in preparation for almost five months. It has required thousands of letters, countless field trips, much outside help, plus splendid cooperation from government and industry.

Physically, a reference issue is more difficult to produce than a normal issue. It requires more manhours of research, evaluation, compilation, and—to say nothing of such production items as 50 per cent greater typesetting and composition costs.

In editorial circles, this issue would be considered something of an outstanding achievement. This is the first time that any publication in the field of transportation ever produced such an issue. Our question now is do YOU, our reader, consider it worth while? The entire editorial staff earnestly solicits your honest opinion.

H. V. Greene
EDITOR

SHIP PIGGYBACK

**Fast, Dependable
Door-to-Door Service**

Expedited service between Chicago, Toledo, Cleveland, Buffalo and St. Louis, or between these points and principal eastern, western and southwestern destinations. Corresponding Nickel Plate service between substantially all important eastern points and the West and Southwest.

Open-top, closed and insulated vans; flat beds and other types of trailers available to suit shippers' or consignees' requirements.



**FOR RATES
AND SCHEDULES CONTACT**

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Terminal Tower
Cleveland 1, Ohio**



Or look
under "Railroads" in the
yellow pages of your phone book

Yakkety Yak

By Ye Editor

★ The politicians at the AFL-CIO Convention fared better than Sambo. He was doing some finagling, too.

... One day, Sambo's wife, Fuschia, went shopping and saw him ride by in a convertible with a cute doll. The next morning Fuschia 'phoned the warehouse boss that Sambo had a bad headache and couldn't work for a few days.

... "A few days! What kind of a headache does he have?" he asked.

... "Well, Mr. Boss, it's got 20 stitches in it."

Mr. K—Walter Reuther may have had a good motive when he and James Carey, electrical workers' boss, invited Khrushchev to dinner. It turned out that Mr. K served the dessert: Grapes of wrath.

... George Meany ducked the affair. HELPERS—The quality of technical reference material being produced and distributed is 'way over par. Don't miss these helpers:

... If you have anything to do with roller chain drives, you can get a marvellous (and costly) slide rule free from Atlas Chain & Manufacturing Co., West Pittston, Pa. Ask for "Atlas Roller Chain Drive Calculator" on company stationery.

... Make every month a perfect shipping month with another slide rule—for safe loading of box cars. It's free to industrial traffic managers. Write Union Pacific Railroad, Omaha 2, Nebraska. Tell 'em DA's Editor says every warehouse and dock foreman ought to have one, too.

... Another free perfect shipping aid is a fine 32-page illustrated book, "How To Pack It," by Hinde & Dauch, Sandusky, Ohio. Be sure to get it.

ATC—Young TM (at Associated Traffic Clubs Meeting in Baltimore): "I just got a bottle of gin for my wife."

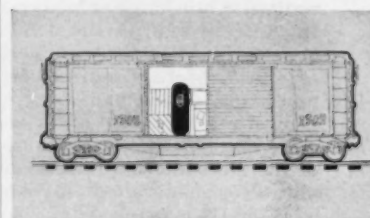
Old TM: "Well, that seems like a reasonable swap."

ADVICE?—At the SEWMA Convention in Birmingham, Jack Young, manager of Midwest Terminal Warehouse in Memphis, gave us this parting thought: Never be backward about being forward.

**Cut damage claims
... speed loading,
unloading**



**with the U. S. Rubber
Shor-Kwik® System
of inflatable, returnable,
reusable dunnage**



This U. S. Rubber Shoring System cuts damage to goods and cost of claims. Keeps customers happy. Speeds loading, unloading and turn-around time. Cuts demurrage costs. Keeps the freight cars rolling. To learn what this system can do for you, write, or phone DE 1-4000, United States Rubber Company, Providence 1, R. I.



**United
States
Rubber**

Circle No. 8 on Card, Facing Page 147

DISTRIBUTION AGE



electronic wizard...

locates your carload quickly!

What every freight traffic officer should know—Car-Fax tells him.

This modern day wizard—a North Western exclusive—tells shipper and receiver alike where, on our line, his freight car is *now*—its schedule of movement—its contents—its routing—all the important facts about his carload.

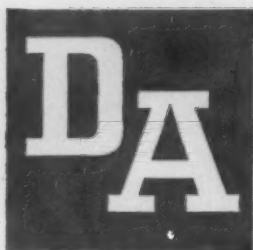
This means that plant production can be better pre-planned, or if need be, car diversion promptly executed. Car-Fax provides for more efficient yard switching, thus faster deliveries; also greater car utilization by constantly keeping tab on empties.

Car-Fax has been made possible by the largest, most complete commercial transceiver installation in the world. Via a network of field stations throughout the nine midwestern states served by North Western, *every* car movement is quickly determined and reported to our traffic offices in the United States and Canada.

Car-Fax has reduced to minutes the providing of information that not too long ago required days to determine. Route your freight via C. & N. W. and see how Car-Fax can make your job easier to live with.

CAR-FAX

CHICAGO AND
NORTH WESTERN
RAILWAY



NEW PRODUCTS

... FOR FURTHER INFORMATION

Side-Shifter Attachment

Warehousemen can now take full advantage of economies gained with this new side-shifter and load-holding attachment. It was developed by Automatic Transportation Co. to eliminate the need to ship loads on pallets and return empty pallets to the warehouse. This attachment allows accurate

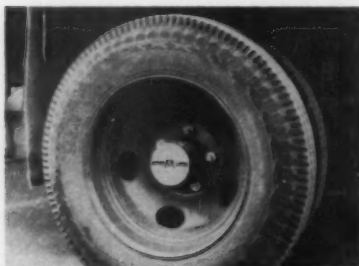


spotting of loads on trailer floors or take-it-or-leave-it type pallets. It shifts the load 6 in. each side of center in addition to holding the load in place while the truck backs away from the load.

Circle 68 on Card, Facing Page 147

Back-Up Alarm Bell

Warn Sales Co. is marketing a new gravity-actuated mechanical backup alarm which rings when your trucks and trailers back into parking spots, dock areas, or other loading designa-

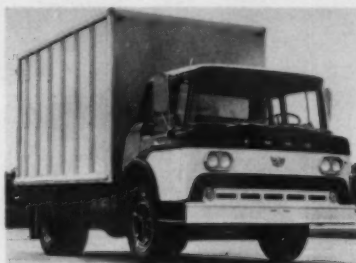


tions. The bell sounds four times for every revolution of the wheel. It consists of a 6-in. diameter bell of clean chrome-plated steel with tone-tempered rim. Four chisel-pointed strikers are of brass bar stock. A stainless steel band holds the alarm tight against the hub.

Circle 69 on Card, Facing Page 147

New Tilt-Cab Series

New Ford Motor Co. trucks in the tilt-cab class provide complete engine accessibility and cut maintenance and service work to half the time re-



quired for cab forward-type units. This new series is available in a complete line of medium, heavy, and extra-heavy models with single and tandem axle chassis.

Circle 70 on Card, Facing Page 147

Non-Dumping Record Pen

A non-dumping recorder pen has been developed for mobile refrigeration by the Partlow Corp. It is designed to solve the problem of ink-dumping on recorders used in mobile refrigeration. The pen has a built-in reservoir and operates on the capillary principle.

Circle 71 on Card, Facing Page 147

Bulk Transit Pillow

Increased demand for economical transportation and storage of bulk liquids has caused Goodyear Tire and Rubber Co. to expand its line of pillow



tanks. Pillows are now available which accommodate 200,000 gal. They are comparatively lightweight and can be rolled up like a rug when not in use.

Circle 72 on Card, Facing Page 147

Tire Crack Filler Kit

Naugatuck Chemical Div. of United States Rubber Co. has an answer for the cracks that form in the sidewalls and treads of tires. Called Flexzone 3-C, the chemical can increase the tread-cracking resistance of truck tires more than four times. Ozone in the air attacks tires. It makes them unusable long before the tread wears out in many places like Los Angeles with an ozone count of 90 parts per hundred million. The chemical combats rubber-degrading effects.

Circle 73 on Card, Facing Page 147

Literature

More Maneuverability

Only 73 in. long (less forks), Allis-Chalmers' 3000-lb FTB30-24 lift truck has a 67-in. outside turning radius. Circle No. 30.

Piggy-Back Car

One man can load a trailer in less than three minutes with the ACF retractable trailer hitch, standard equipment on the ACF piggy-back car. Circle No. 20.

Automatic Protection

American District Telegraph describes fire and burglar protective systems for warehouses, terminals, depots, etc. Circle No. 25.

On-the-Job Flexibility

Gas savings to 30%, increased torque output, inching control, and increased lift speeds are claimed for Automatic Transportation's Dynamotive industrial trucks. Circle No. 29.

Steel Warehouses

Light panels in the roof offer excellent lighting without costly skylighting in these low-cost steel warehouse buildings by Butler Mfg. Co. Circle No. 24.

Extra-Lift Batteries

Extra life and high capacity are guaranteed through the use of long, thick plates in C&D Batteries' handling equipment units. Circle No. 15.

Tracing Rail Shipments

A Chesapeake & Ohio booklet describes the railroad's Car Location Information Center for tracing shipments. Circle No. 31.

Double Duty Truck

Clark Equipment's triple-stage upright fork truck stacks 30% higher, but still can get in and out of a boxcar. Circle No. 5.

Steel Shelving

Catalog No. 284 illustrates stability, rigidity, and flexibility of Deluxe Metal Product steel shelving. Circle No. 4.

S and EQUIPMENT

ON PLEASE USE READERS' SERVICE CARD • • PAGE 147

Hand Truck Charger

A new line of four-circuit automatic generators for charging motorized hand truck batteries is available from Motor Generator Corp. Unit controls are housed with four complete charging circuits in a dead front control cabinet. After a battery or batteries are connected to the charging cable, charging is started by turning a time clock knob to charge position. That starts the motor generator and closes a contactor which puts the battery on charge.

Circle 74 on Card, Facing Page 147

FOR YOUR CONVENIENCE, DA provides a postage-free postcard to help you easily obtain additional information on FREE LITERATURE and NEW PRODUCTS described in this special TRANSPORTATION ISSUE. You'll find the card on PAGE 147.

Conveyor Belt Patch

A new abrasion-resistant rubber sheeting makes it possible for you to repair worn conveyor belt surfaces. The material can be applied to metal, concrete, and wood also. A thin gage of tacky rubber is bonded to the bottom side of the material, protected by Holland cloth which is removed before application. Abrasive particles are said to bounce off soft rubber coating and do not cut through even though they may strike with force.

Circle 75 on Card, Facing Page 147
(Please Turn Page)

from the Advertisements

Listed below are brief descriptions of catalogs, brochures, booklets and other literature offered by advertisers in this issue of DISTRIBUTION AGE. To get your copies of the items offered, simply circle the appropriate number on the Reader Service Card, facing Page 147.

Drum Truck

Something new in drum trucks, Dico's "Float-Away" is an extremely functional unit of unique design. Circle No. 10.

Pallet Racks

Equipment Manufacturing's Air-Row head racks easily adjust to stack pallets, skids, dies, and bulk of varying heights. Circle No. 28.

Ease the Profits Squeeze

Materials handling economies through electric powered equipment are explained in Exide's Brochure No. 6230. Circle No. 1.

Truck Bodies

Rugged construction, low initial cost and upkeep, fast mounting and immediate delivery are just a few advantages claimed for Fruehauf's steel or aluminum truck bodies. Circle No. 19.

Versatile Rail Car

Two 40-ft trailers, three 27-ft trailers, two auto carriers, or four 20-ft containers can be loaded on General American's new G-85 car. Circle No. 22.

Industrial Tires

B. F. Goodrich's pneumatic industrial tires offer extra traction, floor protection, operator comfort, and longer life. Circle No. 2.

Truck Dock Fenders

Four types of Goodyear all-rubber truck dock fenders cut loading dock maintenance costs and freight damage. Circle No. 18.

Package Express

Your packages can go anywhere Greyhound goes—24 hours a day, seven days a week—via Greyhound Package Express. Circle No. 32.

Monomast Lift Trucks

Strength, stability, and safety are features of Hyster's Monomast lift trucks. Visibility problems are eliminated. Circle No. 16.

Hydralizer Trucks

The Lamson Mobilift Hydralizer cuts tire wear, and improves traction on rough floors, dock boards, and ramps. Circle No. 6.

Stand-Up Model Trucks

With a 360-degree turning radius, Lamson Mobilift's stand-up lift trucks reduce aisle space needed for stacking. Circle No. 13.

Hand Trucks

Lansing offers more than 50 models and styles of two-wheel hand trucks, plus light- and heavy-duty wheel barrows. Circle No. 28.

Drag-Line Conveyors

Link-Belt's Trukveyor Data Book No. 2497 tells how in-floor and overhead Trukveyors save space, speed operations. Circle No. 3.

Magnesium Floor Trucks

Magliner magnesium floor trucks weigh as little as 40 lb., are capacity rated to 2000 lb or more. Circle No. 11.

Motor Freight Service

Teletype service links McLean's terminals serving all principal markets of the Eastern Seaboard and Midwest. Circle No. 33.

Piggy-Back Flats

North American Car's 85-ft piggy-back flat cars offer shipper and railroad ad-

vantages in Plans I, II, III, and IV. Circle No. 21.

Floor Trucks

Nutting offers a choice between wood or steel floor trucks, with the choice depending on load, distances, and floor conditions. Circle No. 27.

Adjustable Storage Racks

Palmer-Shile's Series 60 standard size storage racks consist of two principal parts, are assembled without bolts or welding. Circle No. 12.

Port Facilities

Free New York Harbor Terminal Map details piers, street connections, and rail terminals. Circle No. 23.

Temperatures in Transit

Ryan brochure lists five ways that accurate, tamper-proof records of temperatures in transit protect shipments. Circle No. 14.

Steel Strapping

Reduced handling, storage, and shipping costs are outlined in this 48-page booklet on Signode steel strapping methods, tools, and equipment. Circle No. 9.

Magic Markers

Speedry introduces three new markers: giant (transparent inks), giant opaque, and heavy opaque, all in a variety of colors. Circle No. 7.

Air Freight

United Air Lines offers "reserved space" air freight service to any of 82 cities on as little as three hours notice. Circle No. 34.

Inflatable Dunnage

United States Rubber's Shor-Kwik is inflatable, returnable, and reusable dunnage that keeps damage down. Circle No. 8.

Elevating Tailgate

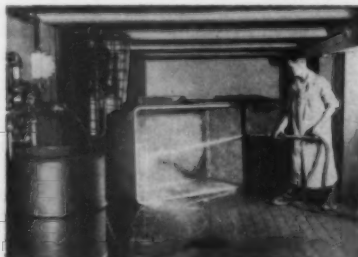
The Watson Weightlifter is an elevating tailgate that hides under the truck when you don't need it. Lifts up to 1200 lb. Circle No. 17.

New Products and Equipment

(Continued from Preceding Page)

Jet Cleaner

The Sellers Injector Corp. is offering a cleaner which chases grime by producing a jet stream of high pressure, hot water mixed with detergent. Using steam and cold water, it de-



velops a nozzle discharge pressure of 125 psi and water temperature of some 200 F. The delivery hose is made of $\frac{3}{4}$ in. Neoprene and is 50 ft in length. Steam and water are mixed in a venturi mixing chamber.

Circle 76 on Card, Facing Page 147

Adjustable Dockboard Lip

All types of trucks and semi-trailers can now back up safely to docks

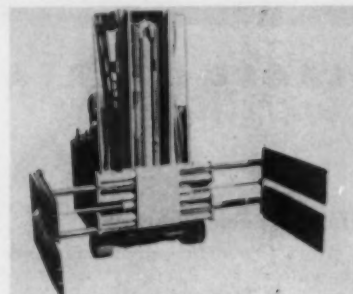


equipped with this new dockboard. Its lip automatically retracts behind dock bumpers when a truck pulls away. There is no possibility of an extended lip damaging fragile end loads or truck bodies. Carriers can be spotted without a dock attendant. Kelly Co. is the manufacturer.

Circle 78 on Card, Facing Page 147

Side-Shift Load Grab

A new side-shift load grab with multi-purpose arms is now used by Lewis-Shepard Products, Inc. It is possible to handle almost any type of non-palletized load. The arms elim-



inate the necessity of using a different truck or changing arms when handling different types of loads. The arms will handle drums, cartons, crates, bales, or rolls in unit loads. The arm gripping surface is either smooth or rough-top rubber bonded to steel sheets which are screwed to the plates. Other types of surfacing are available also.

Circle 79 on Card, Facing Page 147

NEW from SIGNODE



Valuable Free Booklet "BETTER WAYS TO PACKAGE, UNITIZE, AND SHIP"

Here are 48 useful pages of facts about steel strapping methods, tools and equipment to help you simplify and reduce the cost of handling, storing, and shipping.

Describes and illustrates modern, better ways in which steel strapping saves weight, reduces damage, eliminates pilferage, improves stacking and carloading. Describes various kinds of Signode strapping, seals, pneumatic, electric and hand operated strapping tools, dispensers and other accessories.

Send now for your free copy.



SIGNODE STEEL STRAPPING CO.

2650 N. Western Avenue, Chicago 47, Illinois

Offices Coast to Coast

Foreign Subsidiaries and Distributors World-Wide

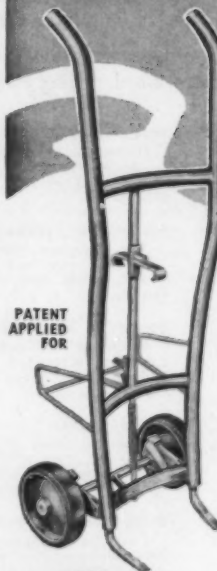
In Canada: Canadian Steel Strapping Co., Ltd., Montreal • Toronto

Circle No. 9 on Card, Facing Page 147, for more information

NO OTHER DRUM TRUCK

Compares With The
HEAVY-DUTY

"Float-away"



So new . . . so unique in design and construction . . . that duplication cannot be made without copying DICO's progressive engineering principles.

WANTED!

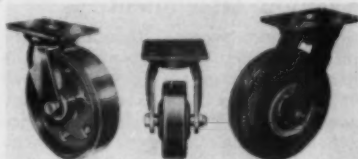
Aggressive stocking distributors for the modern line of DICO Hand Trucks, Barrel-Handling Equipment and Industrial Wheels.

214 S. W. 16th St. Des Moines 5, Iowa

Circle No. 10 on Card, Facing Page 147, for more information

Cold-Forged Casters

Three new series of casters have been added to the caster line at The Rapids-Standard Co., Inc. They are designed with high-tensile bolt and nut

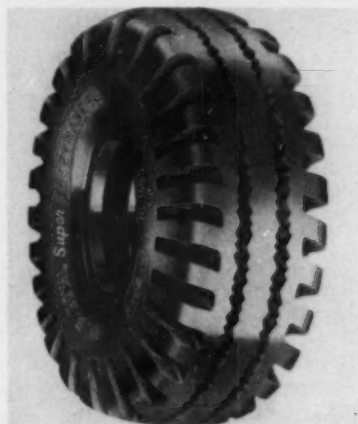


king pin and smooth raceways for smooth swiveling action while handling loads up to 12,000 lb. Also available is a textile caster.

Circle 80 on Card, Facing Page 147

New Tough Truck Tire

United States Rubber Co. has developed a truck tire to withstand rugged jarring impacts of off-the-road terrain and the searing heat and wear generated by highway speeds with heavy loads. The tire gets its strength

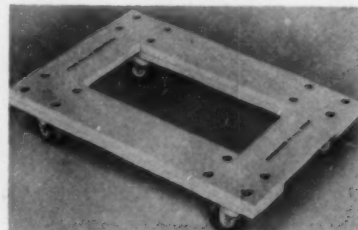


from a combination of nylon cord and steel cable. Multiple plies of cord are used in the tire carcass to prevent blowouts and breaks. Tread is deep for soft or rough off-road running and has sharp traction edges for skid control.

Circle 81 on Card, Facing Page 147

New Wooden Dolly

Seasoned rock maple is used in the construction of wooden dollies from



Durall Tool Corp. The wood is laminated and flush at all corners. Casters are swivel-type with ball bearings.

Circle 82 on Card, Facing Page 147
(Please Turn Page)

Circle No. 11 on Card, Facing Page 147, for more information

so E-E-Easy Goin'



There's economy and efficiency in every move a Magliner Floor Truck makes! Magliners eliminate dead weight . . . increase output . . . cut handling costs! Made of magnesium—world's lightest structural metal—Magliners weigh as little as 40 lbs., are capacity rated to 2,000 lbs., more if required. Pound for pound, dollar for dollar, load for load . . . easy-going Magliners are your best buy!

Standard models available include platform trucks, shelf trucks, utility trucks, box trucks, etc.—a light-weight Magliner for every job! Tell us your requirements.

WRITE FOR FLOOR TRUCK BULLETIN
Magline Inc., P.O. Box 3210, Pinconning, Mich.

MAGLINER MAGNESIUM FLOOR TRUCKS



INSTANT VOICE COMMUNICATION

No decoding—no delay in sending vital routing orders, receiving up-to-the-minute shipment tracking information with Ringsby! A new, 2700-mile high-speed voice communications network now connects 14 major Ringsby terminals—'round the clock—between Chicago, St. Louis and the West Coast. Leased from Bell Telephone's Long Lines Department, this instant, heavy-traffic system is designed exclusively for Ringsby's modern, fast-moving operations. Ship RINGSBY ROCKET . . . the fastest, safest, most economical transportation for your freight is only a quick telephone call away!



RINGSBY
TRUCK LINES, INC.
GENERAL OFFICE DENVER, COLO.

LINE OF THE ROCKETS

MAJOR TERMINALS

Chicago	Littleton 5-7300
St. Louis	Central 1-3731
Kansas City	Winkfield 3-9330
Cheyenne	2-9331
Denver	ACome 4-5761
Salt Lake City	Wilder 4-4401
Las Vegas	Dulley 2-4730
San Francisco	EXbreak 2-1055
Oakland	Olympic 4-1374
Los Angeles	Allegies 3-3192

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to principal markets
of the Eastern Seaboard
and the Midwest

VIA



"We pull for Industry"

- Over 2,000 units of modern mobile equipment
- Teletype connecting all terminals
- U.S. Bonded and Customs Licensed



For "know-how" service on truck loads or less, call McLean today, or write Dept. C, Box 213, Winston-Salem, N.C.

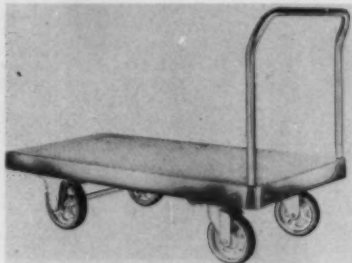
McLean also manages and operates
Hayes Freight Lines, Inc., serving
the Central States

New Products and Equipment

(Continued from Preceding Page)

Lightweight Floor Trucks

A new line of tough, little all-aluminum floor trucks are offered by Nutting Truck and Caster Co. They

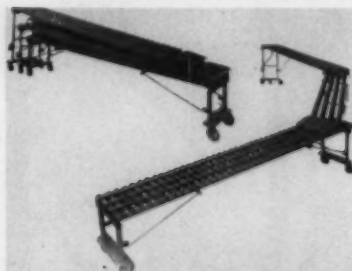


will not spark and are unaffected by many chemicals and most alkalies. The safety tread deck is enclosed by double angle frame. Welded construction gives one-piece unit proper frame alignment to eliminate any play between members.

Circle 83 on Card, Facing Page 147

Telescoping Conveyor

A versatile telescoping conveyor that pivots and swings inside a truck or railroad car is being introduced by The Alvey-Ferguson Co. It extends its three 18-in. wide sections from 11 ft 10 in. to 29 ft 6 in. in minutes. At



the discharge end, it will serve any point from straight to approximately 90 deg to either left or right. Each section consists of four rails with a wheel pattern which produces 32 wheels per ft of length and handles a capacity up to 60 lb per ft.

Circle 84 on Card, Facing Page 147

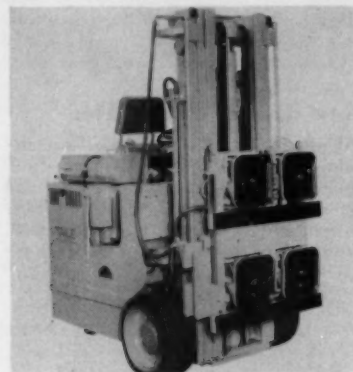
Non-Skid Floor Surface

The Garland Co. is currently presenting its non-skid, corrosion-resistant resurfacing compound. The compound contains a sharp aggregate which penetrates oil films and makes a firm contact with objects passing over it. The compound is easily applied. It is claimed that a floor which is resurfaced with this compound will not peel or soften. Nor will it dust under heavy traffic.

Circle 85 on Card, Facing Page 147

Vacuum Attachment

A vacuum powered attachment for industrial lift trucks simplifies the handling of large cartoned goods such as major home appliances. The Yale and Towne Mfg. Co. has a device which holds as many as four large filled cartons at a time through suction created by four vacuum cups



mounted on the truck carriage. The method eliminates any need for a clamp or fork arrangement ahead of the carriage. This increases the maneuverability of the truck. The attachment can be mounted on a Yale gas or electric powered truck with special power packages to accommodate either type. Each vacuum cup has an area of approximately 130 sq in.

Circle 86 on Card, Facing Page 147

Plastic Metallic Packing

A new plastic metallic packing suitable for high pressures and temperatures is now available from Newage Industries, Inc. It does not deteriorate



or harden and eliminates any need for various sizes of packings. The packing can be used in valves, stuffing boxes, pistons, rotary shafts, and steam engines or steam winches.

Circle 87 on Card, Facing Page 147
(Please Turn to Page 30)

Available NOW for the FIRST TIME



STANDARD SIZE PALMER-SHILE Adjustable STORAGE RACKS

SERIES 60

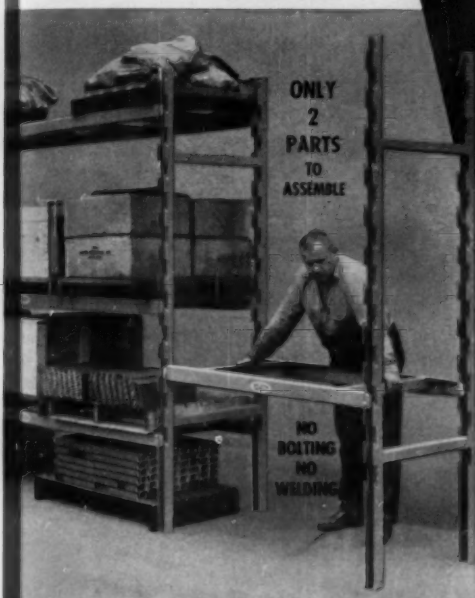
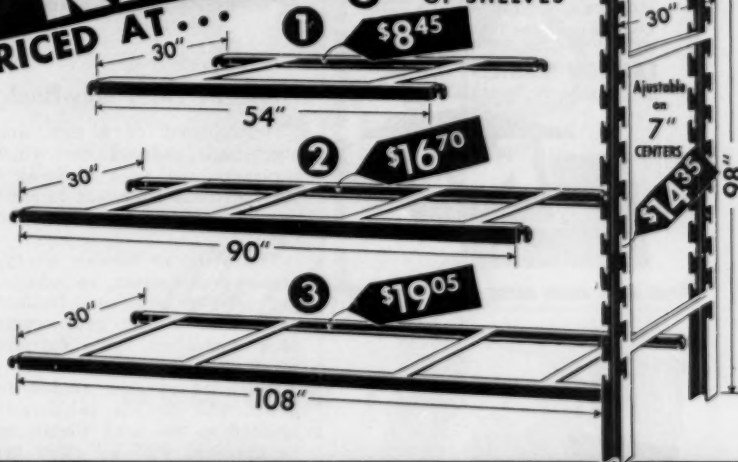
Pat. App. For

★
CAPACITY
5000 lbs.
per shelf
★

1 STANDARD SIZE PANEL

PRICED AT...

3 STANDARD SIZES OF SHELVES



★ IMMEDIATE DELIVERY FROM STOCK ★

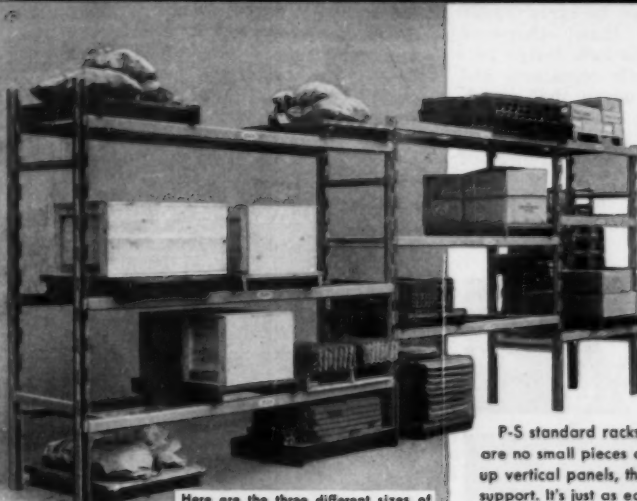
Why wait when you have storage problems that require fast action to save you time and money? Order Palmer-Shile new low cost P-S 60 Series standard racks. Shipment will be made to you from stock immediately after your order is received.

These new standard racks can be used for almost any plant or warehouse application, to store any kind of materials or merchandise up to capacities which cover usual storage needs.

P-S 60 racks are available in four pieces: A. The standard vertical panel, 98" high, 30" deep, 2 1/2" wide with shelves adjustable on 7" centers. B. Standard shelving of three different lengths, 54", 90" and 108", each 30" deep, to choose from to fit your specific storage requirements. Top shelf can be flush for use along entire rack surface to store items of various dimensions.

P-S standard racks can be set up by hand within a few minutes. There are no small pieces and no bolting or welding is required. You simply set up vertical panels, then snap in the adjustable shelves, for rigid, no-way support. It's just as easy as that!

Racks are of sturdy channel steel construction for use with pallets, skids, boxes, or barrels. They can also be custom built to your specifications.



Here are the three different sizes of standard shelving, adjusted to various storage openings. Note flush top of racks joined at the right.



DESIGNED AND MANUFACTURED BY

Palmer-Shile Co.

16054 FULLERTON AVE., DETROIT 27, MICH.
Export Division — 75 West Street, New York 6, N. Y.

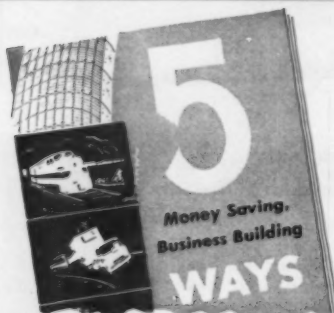


ask your driver about **MOBILIFT**

and the stand-up model's 360° steering . . . he'll tell you it means less aisle space needed for him—and means more storage space for you.

Look us up in the Yellow pages or write today for further details!

LAMSON MOBILIFT CORP.
818 S.E. MAIN ST., PORTLAND 14, ORE.



Free Brochure Tells 5 MONEY-SAVING WAYS "BLUE CHIP" SHIPPERS OF PERISHABLES USE RYANS

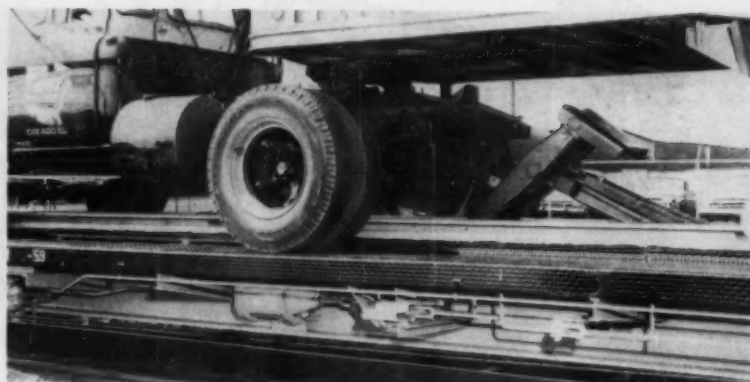
Learn for yourself the 5 money-saving ways that accurate, tamper-proof Ryan records of temperatures in-transit help "blue chip" firms protect brand names and insure product quality.

Write Ryan at 857 Poplar Place,
Seattle 44, Wash.



New Products and Equipment

(Continued from Page 28)



New Car for Piggy-Back Service

Development of a new universal piggy-back railroad car which can transport any type highway equipment without alteration is announced by General American Transportation Corp.

The new car handles all types of highway equipment, including standard semi-trailers, semi-trailers with automatic landing gear, containers, tank containers, auto carriers, and moving vans without any special equipment or tools needed for tie-down. The new car, temporarily designated as the G-85 Clejan car, can be operated with all other types of piggy-back cars.

Light-weight construction makes it possible for the car to carry 10,000 lb more payload than other-type piggy-back cars. The new design permits a car to handle containers and trailers which are larger than standard size. Trailers ride 6 to 8-in. closer to the top of the rail. This permits railroads to carry trailers of maximum height.

Key innovation in the development

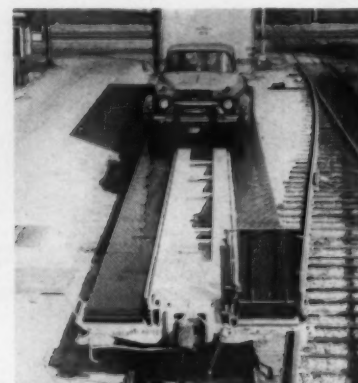
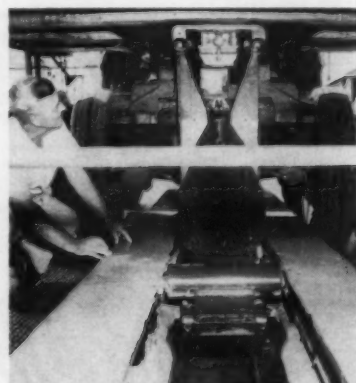
of the new Clejan G-85 car is its tie-down hitch. During loading or unloading, the trailer rolls onto its wheels on wide catwalks and follows the positive, self-aligning center guide system until it reaches a point on the car where it is to be tied down. Above: The tractor hooks to the hitch and pulls it up to standard height under the trailer's kingpin. All operations are performed from the tractor cab. Yard personnel are needed only at arrival and departure of trains to lower or raise bridging rails between cars.

No chains, jacks, or other fastening devices are needed at any time, nor are special power tools required.

The fact that the car has no guides along the outer edges will allow it to take wider-than-standard trailers. The lower centersill (below, left) permits accommodation of higher trailers than are now in use.

Empty weight of the new car is 60,000 lb. It can carry a payload of 150,000 lb.

Circle 88 on Card, Facing Page 147



Multi-Use Rubber Stamp

Turn the key on this dial-a-stamp and one of 12 messages will appear.

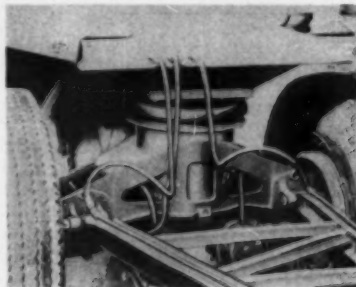


It is numbered for easy selection. A must for your shipping department. It is offered by Markay Products.

Circle 89 on Card, Facing Page 147

Trailer Suspension

Western Unit Corp. is now manufacturing a fifth wheel of light construction for two-axle pull trailers. Model 300 is particularly suited for

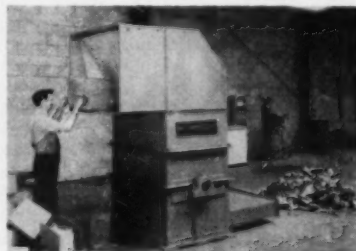


hoppers, flatbeds, transfer trailers, and any trailer where a higher mounting can be used. Model 200 is a complete front suspension suited for use where low mount is desired.

Circle 90 on Card, Facing Page 147

Cardboard Shredder

This shredder can be a big help to warehouses troubled by the disposal



of cardboard containers. Produced by Mitts and Merrill, the shredder can be fed by hand or conveyor.

Circle 91 on Card, Facing Page 147



On the pulse

ALL THE TIME!

Continuous control
of the flow of freight
... your freight.

That's the reason
for NORWALK'S newly
installed Central Dispatch.

Another step forward
in the New NORWALK plan to
supply you the best in
safe, dependable service.

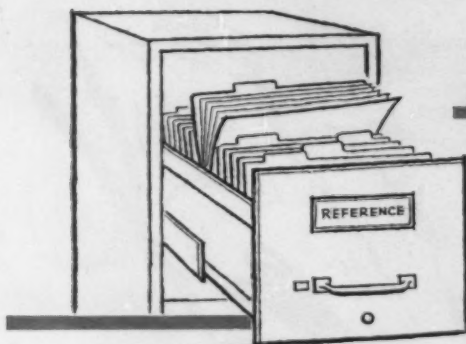


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44 TERMINALS TO SERVE YOU



NORWALK TRUCK LINES, INC.
NORWALK, OHIO

DISTRIBUTION AIDS



- Catalogs
- Specifications
- Directories
- Case Studies
- Reports

Illinois Tollway Map

An all-weather route, the Illinois Tollway is the 187-mile, six-lane highway described in a color folder from the Illinois State Toll Highway Commission. The folder includes a large, easy-to-read map of the system complete with toll information, interchanges and service and maintenance areas.

Circle 50 on Card, Facing Page 147

Vibrating Conveyors

Syntron Co. has a catalog section on mechanical vibrating conveyors which gives data, specifications for seven standard conveyors, and descriptions. Planned for bulk movement, the conveyors can also be used for preheating, drying, or cooling bulk materials with troughs. Also possible is simultaneous scalping or sizing when the conveyors are fitted with screen decks.

Circle 51 on Card, Facing Page 147



Issue Reprints for You

The five major sections of this special issue's salute to air, highway, rail, and water transportation and warehousing are being reprinted. For free reprints circle the appropriate number on the Reader's Service Card found on Page 147. Reprints and their circle numbers are: Air, Pages 35-50, Circle No. 141; Highway, Pages 51-82, Circle No. 142; Rail, Pages 83-114, Circle 143; Water, Pages 115-130, Circle No. 144; and Warehousing, Pages 131-146, Circle No. 145.

Air Cargo Tariff

Alitalia is offering an Air Cargo Memorandum Tariff and File Folder specifically designed to put information you need to ship by air right at your fingertips. About 3000 general cargo rates are given, for example.

Circle 52 on Card, Facing Page 147

Driver-Training Handbook

The Automatic Transportation Co. has published a new instructors' manual to be used as a guide for a truck operator training program. Driver training pays dividends in safety, economy, efficiency, on-the-job time, and lower maintenance costs. The 20-page booklet is divided into six stages: operation theory, good driving practices, construction details, practical operation, demonstration, and a written examination. Photographs and cartoons are used.

Circle 53 on Card, Facing Page 147

Evolution of Work

For moderns who bemoan the supposed change in focus from a worker's independence, nostalgia is a poor substitute for fact. From this point, a new 33-page book from E. I. DuPont De Nemours and Co., Inc., pictures and describes changes over the years of the worker's position with his employer. Many of the photographs will be of historical interest.

Circle 54 on Card, Facing Page 147

Daily Schedule, 35 States

T.I.M.E., Inc., the transcontinental motor carrier, has just issued its new daily schedule which shows pickup and delivery rates for shipments to cities in 35 states. The piece has 40 pages of schedules to direct line points and points served by through-trailer service. The schedule can be used to determine when to ship and when to order.

Circle 55 on Card, Facing Page 147

Petroleum Gas Transport



The Mississippi Tank Co.'s steel transport for hauling liquefied petroleum gas is the subject of a new folder. The tandem axle transport is available in capacities from 7600 to 10,650 water gal and is custom built to allow maximum legal loads for the customer's area of operation. During production, each joint is X-rayed for leaking area. The unit is constructed according to latest ASME Code and ICC specifications.

Circle 56 on Card, Facing Page 147

System, Map Guide

A new system map and a guide booklet have been published by Consolidated Freightways, Inc., to give you information about its diversified services. The map outlines routes the company uses from coast to coast, interstate and intrastate regular routes, alternate routes, etc. The booklet is illustrated and pocket-size.

Circle 57 on Card, Facing Page 147

Why Battery-Electric Trucks?

The major features of the construction and operating characteristics of the battery-powered industrial truck are presented in a new industry-sponsored booklet. As the new literature presents many quotations of what users have to say about the product, the folder's title is—"Why We Use Battery-Electric Industrial Trucks." The piece is published by the Electric Industrial Truck and Allied Products Mfrs. Twenty-two concerns using such trucks present their views on product performance in the closing pages of the folder.

Circle 58 on Card, Facing Page 147

▼ For prompt service, use the postage-free postcard provided to obtain **FREE LITERATURE** and **NEW PRODUCT** information described in this issue. All material on these pages is **FREE** unless otherwise noted.

Railroad Yearbook

The Yearbook of Railroad Information is now available. It forecasts a somewhat brighter future for the railroads through self-help and constructive public action on the basic ills which beset the industry. The handbook covers all types of railroad information and answers almost all questions relating to the past year's operations and progress. The Eastern Railroad Presidents Conference is offering the booklet.

Circle 59 on Card, Facing Page 147

In-Use Lift Stories

The latest issue of Globe Hoist Co.'s fact bulletin contains stories of several solutions to lift problems. Elimination of a split floor barrier for straight line movement is featured.

Circle 60 on Card, Facing Page 147

Illinois Warehouse Facts

A folder describing the completeness of its St. Louis, Ill. facilities has been prepared by G. J. Nooney and Co. Close-up shots and aerial views help to illustrate the warehouse which offers 360,000 sq ft of storage space.

Circle 61 on Card, Facing Page 147

Floor Truck Catalog

A colorful 56-page catalog of industrial floor trucks has been announced by Hamilton Caster and Mfg. Co. Presented is the manufacturer's expanded line of platform, box, shelf, and wagon trucks. The booklet includes a buyers' guide section and a numbering system which combines a basic model number with standard suffixes for indicating options.

Circle 62 on Card, Facing Page 147



Concrete Floor Repair

How strong, hard, non-shrink repairs can be made to cracks, holes, and ruts in concrete floors is outlined and illustrated in a publication from Master Builders Co. The seven step procedure for repairing is covered with complete explanations. Strength comparisons are included.

Circle 63 on Card, Facing Page 147

Control System Explained

How to achieve more work per hour from lift trucks through more simplified operation is explained in a brochure from Hyster Co. It describes the company's new lift truck control system. The brochure has four pages which highlight the development. Key features are a right foot pedal combining many operations formerly separated and a left foot inching pedal.

Circle 64 on Card, Facing Page 147

Self-Sticking Safety Signs

Over 400 self-sticking accident prevention signs are described in an eight-page illustrated catalog from W. H. Brady Co. Industrial safety programs can incorporate the signs to reduce accidents. The signs can be applied by anyone. Adhesive anchors them on contact, even on irregular surfaces.

Circle 65 on Card, Facing Page 147

Product Promotion Hints

Air freight can assist with sales promotion and merchandising campaigns, maintains Emery Air Freight Corp. It has prepared a booklet keyed especially to the needs of the graphic arts industry and is intended for your advertising, sales, and management personnel. Advantages of air freight for handling shipments of promotion material and the mass distribution of printed matter are described. Specific ideas and suggestions for special promotions are offered.

Circle 66 on Card, Facing Page 147

Rigging, Hauling Services

Lifting, hauling, and warehousing are a few of the specialized services which George Young Co. is equipped to handle in the Philadelphia area. Facilities in those realms are shown in a folder recently released. The company has moved whole printing firms in one day and is equipped for special assignments anywhere in the world.

Circle 67 on Card, Facing Page 147

FOR YOUR CONVENIENCE, DA provides a postage-free postcard to help you easily obtain additional information on **FREE LITERATURE** and **NEW PRODUCTS** described in this special **TRANSPORTATION ISSUE**. You'll find the card on **PAGE 147**.

CHIPPEWA MOTOR FREIGHT INC.

Direct and Overnight to
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COMMUNICATIONS

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FLAT BEDS OPEN TOP
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FOR SALE OR RENT

GOING WAREHOUSE BUSINESS for sale in Southern City. Excellent intrastate point. Presently grossing \$100,000 per year. Purchase equipment and assume lease. **WRITE:** Box 246, DISTRIBUTION AGE, Chestnut and 56th Streets, Philadelphia 39, Pa.

WAREHOUSE 171,000'. Sale or rent. 9 truck docks. 6 car sidings. Heavy floor loads. 3 elevators. Dry sprinklered. 5 minutes Battery Tunnel Manhattan Bridge. Kay, 2 Warren St., Brooklyn 1, N. Y. MAIn 5-7314.

LIBRARY—ICC—The first 70 volumes of the Interstate Commerce Commission Decisions; also the first 14 volumes of the Interstate Commerce Act Annotated. S. E. Resley, 512 Thirteenth Street, Huntingdon, Pa. Sealed Bids.

SITUATIONS WANTED

WAREHOUSE MANAGER—Young ambitious, experienced. Presently managing merchandise storage warehouse. Interested in relocating. Will buy all or part interest or manage operation on percentage. **WRITE:** Box 247, DISTRIBUTION AGE, Chestnut and 56th Streets, Philadelphia 39, Pa.



*The battery
that makes
the difference...*

C & D Slyver-Clad®
gives trucks extra lift!



MODERN HANDLING—C&D battery-powered electric trucks move more than 800 tons of foodstuffs daily. Material handling here is as modern as tomorrow and includes electric trucks to get top efficiency. The C&D Slyver-Clad equipped trucks are clean; provide smooth, quiet power all day while unloading freight cars and trucks, stacking goods, and delivering merchandise to loading docks; and require practically no maintenance.



DEPENDABLE PERFORMANCE—C&D's Five-Fold, Slyver-Clad insulation and retention has virtually eliminated shedding as a determining factor in battery life. By utilizing the unneeded space, C&D batteries have the longest, thickest plates of any truck battery—which means extra life and highest capacity. In addition, C&D's exclusive Hi-Impac cell jar and cover material eliminates truck downtime due to cracked or broken jars and covers.

MORE POWER FOR GRAND UNION—One of the toughest jobs for an industrial truck battery is a grocery warehouse operation. Grand Union, Mt. Kisco, New York, stores more than 4,000 items weighing 12 million pounds in its new 11-acre warehouse. C & D Slyver-Clad® batteries work hard through the full daily shift, giving consistently dependable performance and power to spare—for pennies a day.



Since 1906

C & D BATTERIES, INC.

of Conshohocken, Pa. . . . Attica, Ind.

Sales and Service Offices in Principal Cities from Coast to Coast

Manufacturers of Slyver-Clad® Industrial Batteries • PLASTICELL and PLASCO® Batteries for Communications, Control and Auxiliary Power • Producers of *Arady*® Silicon Chargers

Circle No. 15 on Card, Facing Page 147, for more information

®Trademark



ADVANCED DESIGN—C&D electric industrial truck batteries incorporate all the most advanced features of battery design. Time-tested Slyver-Clad construction packs in extra power... provides extra life. For the full story, write for Bulletin IT-528.

TRANSPORTATION ANNUAL

DISTRIBUTION AGE

AIR TRANSPORTATION

Directory of Airports

This airport directory gives you an alphabetical listing of the nation's airports, their flights in and out, shipper facilities, all-cargo flights, and the airlines which participate in airport's activity. Listed: 39.

37

Airline Map of the U. S.

This map shows the major U. S. airlines which operate planes flying combination passenger-cargo flights on routes certificated to trunkline carriers.

42

Air Cargo Map of the U. S.

Illustrated here are routes certificated to trunkline carriers operating all-cargo flights. It is a handy guide for your year-round routing use in planning air cargo flights.

45

Air Mileage Chart

This chart is established to act as your handy guide when shipping via air from any one of the nation's airport facilities. It gives complete mileage figures between the major city airports.

47

Air Freight Forwarders

Alphabetical listing of air freight forwarders which offer expedited, packaging, and consolidation services to shippers. Listing shows domestic and international organizations which offer these services.

48

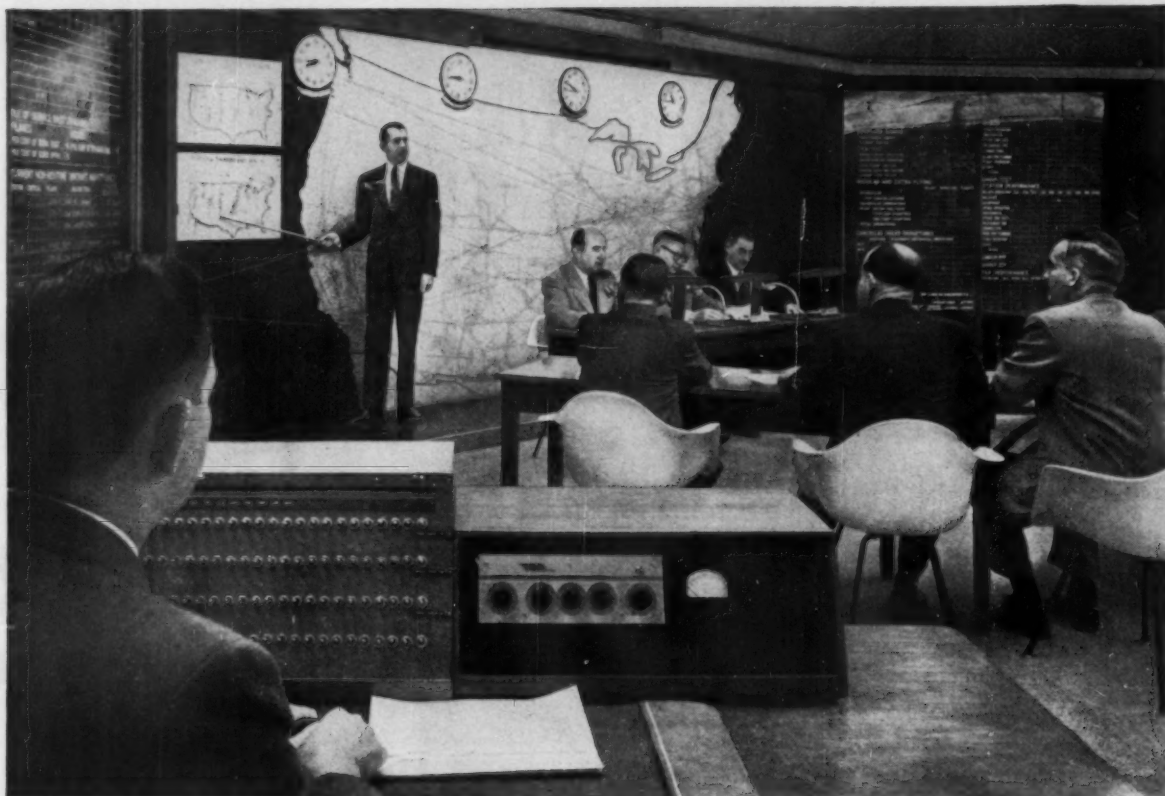
A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead

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time-
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AGE



AIR FREIGHT EXCLUSIVE

Central GHQ for cargo insures extra care for your shipment on United Air Lines

United Air Lines' unique Denver operating base includes centralized cargo control. This permits minute-to-minute scheduling of space on the more than 900 United flights daily. There's always a "right flight" for your cargo. When you call United, you're *promised* space (Reserved Air Freight) to any of 82 cities—and on as little as three hours' notice!

AND MORE "EXTRAS"

2000-community service. United serves more major markets than the combination of cities offered by any other line.

Largest high-speed cargo fleet. In addition to DC-6A Cargoliners, United passenger DC-7s and other Mainliners carry air freight.

Door-to-door pickup and delivery makes shipping United as effortless as dropping an Air Mail letter in the box.

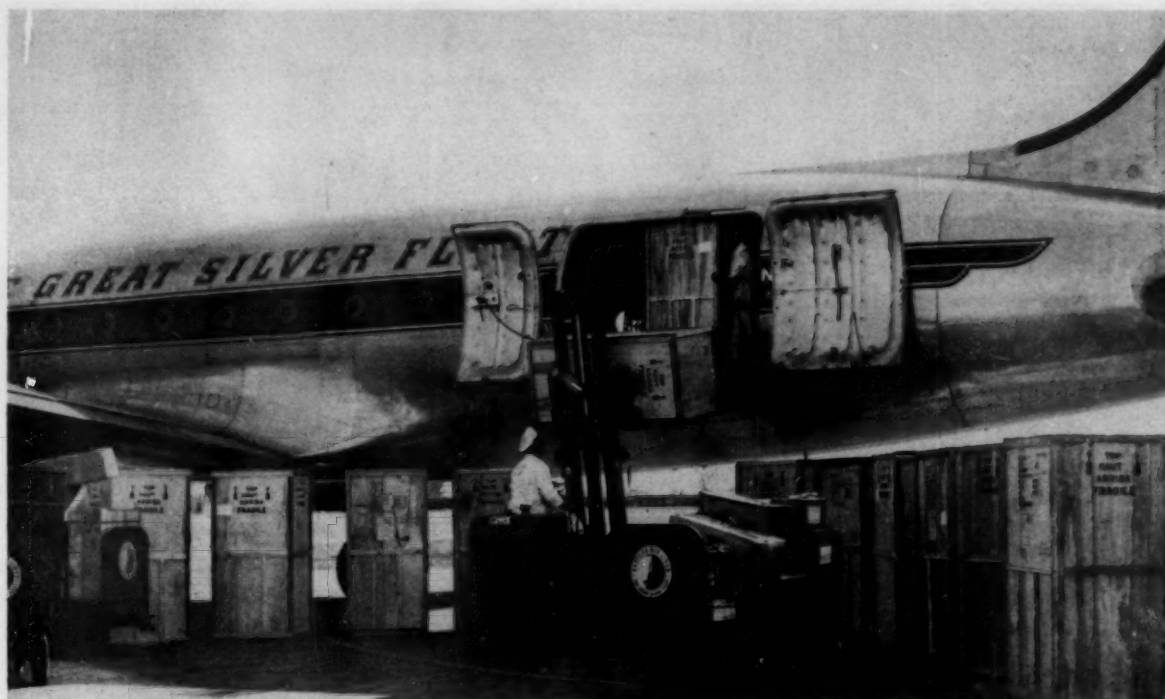
Radar on every United Mainliner® helps guide shipments past delaying weather, helps you keep delivery promises.

FREE BOOKLET

tells how United Air Lines saves shippers money, provides better service. How about you? Just write to Cargo Sales Division, United Air Lines, 36 South Wabash Ave., Chicago 3, Illinois.



YOU PAY NO MORE FOR EXTRA CARE WHEN YOU SHIP UNITED AIR LINES



Directory of Airports

Atlanta Airport, No. of flights in 2350, out 2150. **Facilities:** Two Air Freight Bldgs., Airmail Field Post other Air Express Bldg. **All-cargo flights** offered to and from New York, Philadelphia, Chicago, Cleveland, Orlando, Tampa, West Palm Beach, Miami, San Juan, P. I., Baltimore, Birmingham, New Orleans, Dallas, Houston. **Airlines:** Capital, Delta, Eastern, Southern, TWA, Riddle, AAX-ICO, Northwest Orient.

Birmingham (Ala.) Municipal, No. of flights in 406, out 406. **Airlines:** Capital, Delta, Eastern, Southern.

Boston—General Edward Lawrence Logan International Airport, No. of flights in 965, out 965. **Facilities:** Central Air Freight Terminal Bldg. **All-cargo flights** offered to and from principal cities.

Charleston (S.C.) Municipal Airport, P. O. Box 501, No. of flights in 112, out 126. **Air-mail and air express** to the following cities: Columbia, Augusta, Atlanta, Birmingham, Meridian, Jackson, Dallas, Ft. Worth, Greenville, Spartanburg, Asheville, Knoxville, Cincinnati, Muncie, Chicago, Raleigh, Richmond, Washington, Atlantic City, Baltimore, Philadelphia, Newark, New York, Boston, Savannah, Jacksonville, Orlando, Miami, Tampa, St. Petersburg, Detroit, Wilmington, Norfolk, Key West, Tallahassee, Pensacola, Mobile, New Orleans. **Airlines:** Delta, Eastern, National.

Chicago-O'Hare International, Bensenville, Ill. No. of flights in 362, out 362. **Facilities:** Air Freight Terminal. **Airlines** are American, Braniff, BOAC, Capital, Delta C&S, Eastern, North Central, Northwest, Pan American, TWA, United.

Cleveland Hopkins Airport, No. of flights in 1050, out 1050. **Facilities:** AMF & AIREX in Terminal Bldg., Air Freight in 4 hangars. **All-cargo flights** offered to and from Flying Tiger Coast to Coast, Riddle Airline, Florida & Gulf Coast, United Airlines, Coast to Coast. **Airlines:** Allegheny, American, Capital, Eastern, Lake Central, Northwest, Trans Canada, TWA, United.

Columbus Municipal Airport, 4600 17th Ave., Columbus, Ohio. No. of flights in 622, out 628. **Facilities:** New AMF Cargo Bldg. **All-cargo flights** to and from cities by TWA—LA to KC to St. Louis to Columbus to La Guardia. **Airlines:** American, Delta, Eastern, Piedmont, TWA, United.

Dallas Love Field, No. of flights in 1507, out 1507. **Facilities:** Building specialized for terminal handling of air mail, cargo, express. The building is 85 x 450 ft. The dock is truck bed height on one side and ramp vehicle height on other side. **Airlines:** American, Braniff, Delta, cargo flights, Continental, Central, Trans-Texas, passenger and cargo.

Fairbanks, Alaska, Phillips Field, Box 1027. No. of flights in 3500, out 3500. **Facilities:** Bush flights originating from two hangars handle freight. **All-cargo flights** offered to and from Interior Alaska & Northern Alaska. **Airlines:** Bush Operators, Fairbanks Air Service.

Fort Worth, Texas, Amon Carter Field, No. of flights in 644, out 644. **Facilities:** Airlines have individual air cargo rooms at airplane ramp level with front to truck cargo loading docks. A 3000 sq ft Air Mail Post Office. Seven scheduled pick-up or deliveries for air-express by REA messenger daily. One carrier provides a refrigerated vault for perishables and an in Bond storage locker. **Airlines:** American, Braniff, Central, Continental, Delta, Trans-Texas.

Detroit Metropolitan Wayne County Airport, Inkster, Mich. No. of flights in 398, out 404. **Facilities:** Air freight, air mail, and air express, U. S. Post Office—Air express facility. **All-cargo flights** offered to and from Providence, R. I., Boston, Hartford, Newark, New York City, Philadelphia, Binghamton, Buffalo, Cleveland, Detroit, Toledo, Grand Rapids, Chicago, Milwaukee, Seattle, Portland, San Francisco, Oakland, San Diego, Burbank, Los Angeles, New York, Atlanta, Orlando, Tampa, Miami, Puerto Rico, Ponce, Arecibo, San Juan, Mariguay, Chicago, Zantop Air Transport—primarily carries cargo on a private carrier basis all over U. S. **Airlines:** Allegheny, American, Delta, Flying Tiger, Northwest, Pan American, Riddle, Zantop.

General Lyman Field, Hilo, Hawaii, No. of flights in 1108, out 1108. **All-cargo flights** offered to and from Lihue, Honolulu, Molokai, Kahului, Lanai. **Airlines:** Hawaiian Ltd., Aloha, Inc. Designated as international alternate: Pan American, United, Quantas, Northwest, United States Overseas Airways, Transocean, Japan, Canadian Pacific, Great Lakes.

Honolulu International, Honolulu 17, No. of flights in 1108, out 1108. **All-cargo flights** offered to and from Lihue, Honolulu, Molokai, Kahului, Lanai. **Airlines:** Hawaiian Ltd., Aloha, Inc. Designated as international alternate: Pan American, United, Quantas, Northwest, United States Overseas Airways, Transocean, Japan, Canadian Pacific, Great Lakes.

Honolulu International, Honolulu 17,



SEE BETTER! WORK FASTER, SAFER with Hyster **MONOMAST®** Lift Trucks

Your lift truck drivers work with speed and confidence that means greater productivity when their vision is unobstructed. Where close quarters, high stacking or other conditions make visibility a problem, the answer is Hyster trucks with **MONOMAST** high visibility uprights. New design assures smooth, precision operation and long service life.

Contact your Hyster dealer now, or write for brochure to Hyster Company, P. O. Box 847, Danville, Illinois.

Another Hyster exclusive— the **MONOMAST UPRIGHT**

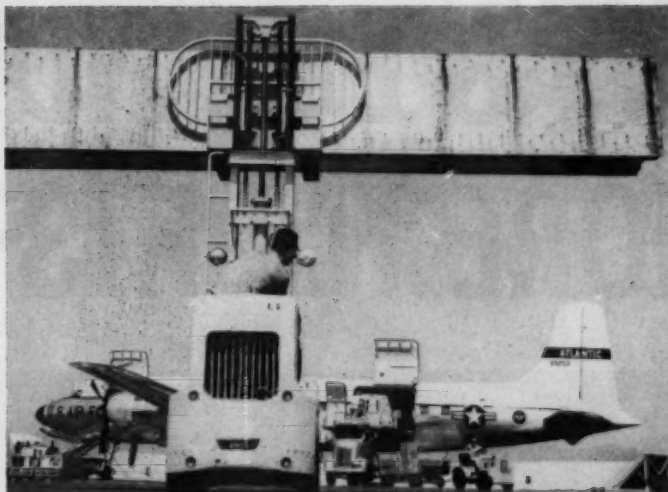
- Superior visibility where it counts.
- Strength, stability, safety.
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- Optional at extra cost on trucks of 2,000 to 5,000 lbs. capacity.



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INDUSTRIAL TRUCK DIVISION

Factories: Portland, Ore. • Danville, Ill. • Peoria, Ill. • Kewanee, Ill. • Nijmegen, The Netherlands • Glasgow, Scotland • Sao Paulo, Brazil • Sydney, Australia (licensees)

Circle No. 16 on Card, Facing Page 147, for more information



Directory of Airports . . .

Hawaii. No. of flights in 475, out 475. 142 overseas and 333 inter-island. All-cargo flights offered to and from San Francisco, Hilo, Kona, Kamuela, Kahului, Hana, Molokai, Lanai and Lihue. Airlines: Pan American, and Hawaiian Airlines.

Indianapolis Municipal Airport, 2500 S. High School Rd., No. of flights in 638, out 638. Facilities: Freight, mail and express docks. All-cargo flights, Delta to and from Chicago on a flag stop base. TWA cargo from coast to coast. East & West Zantop Airlines cargo to Detroit. Airlines: American, Delta, Eastern, Lake Central, Ozark, TWA, Zantop.

Jacksonville, Fla., Thomas Cole Imeson, 10101 N. Main St., No. of flights in 546, out 546. Facilities: Air Freight Co. has office on airport. AMF mail facilities on airport. Air express pick ups 10 times daily. Airlines: Delta, Eastern, National, Northeast, Southern.

Kansas City, Mo., Municipal Airport, No. of flights in 1943, out 1942. Air freight and express are both handled through one central area at the Airport. All-cargo flights offered to and from Chicago, Columbus, Dallas, Indianapolis, Los Angeles, New York, Philadelphia, Pittsburgh, San Francisco, St. Louis, Wichita. Airlines: Braniff, Central, Continental, Delta, Frontier, Ozark, TWA, United.

Los Angeles International Airport, 5800 Avion Drive. No. of flights in 3045, out 3045. Facilities: Air freight terminal bldg., separate parking positions for various cargo planes, freight terminal office for cargo lines. All-cargo flights offered to and from Dallas, Memphis, Nashville, Washington, Baltimore, Philadelphia, Newark, New York, Boston, Buffalo, St. Louis, Chicago, Detroit, Kansas City, Hartford-Springfield, Akron, Cleveland, South Bend, Milwaukee, Detroit, Salt Lake, San Francisco-Oakland, San Diego, Columbus, Ohio, Pittsburgh. PAA cargo flights servicing Latin-American cities from Guatemala down to Tucuman, Panama. Airlines: American Airlines, Pan American, TWA, United.

Louisville, Ky., Standiford Field, Louisville & Jefferson County Air Board, Lee Terminal, Louisville, Ky. No. of flights in 616, out 616. Facilities: Air Express Office, Emery Air Freight. Airlines: American, Delta, Eastern, Ozark, Piedmont, TWA.

Memphis Municipal Airport, Winchester Pike. No. of flights in 511, out 511. Facilities: Air Mail Field Post Office, C. C. Locke Air Freight Office. Airlines: American, Braniff, Capital, Delta, Eastern, Southern, Southeast, Trans-Texas.

Milwaukee, General Mitchell Field, 5300 South Howell Ave., Milwaukee 7, Wis.

No. of flights in 700, out 700. Facilities: Air Express Div. of Railway Express has an Airport office open 24 hrs. per day. Airlines: American, Capital, North Central, Northwest, Ozark, United.

Bates Field Mobile Municipal Airport, Rt. 5, Springhill, Ala. No. of flights in 196, out 196. Airlines: Capital, Eastern, National, Southern.

New Orleans, Moisant International Airport, No. of flights in 630, out 630. Facilities: PAA has constructed a platform that covers one-half of hangar for stge. and loading of freight. All-cargo flights offered to and from Guatemala City, New Orleans, Atlanta, Charlotte, Philadelphia, New York, Houston to Dallas. Airlines: AAXICO, Aviateca, PAA, Delta.

Oakland, Calif., Metropolitan Oakland International Airport, Hegenberger Rd. and Doolittle Dr. No. of flights in 130, out 263. Facilities: Air express office located next to the Terminal Bldg. All-cargo flights offered to and from Chicago, Cleveland, Denver, Detroit, Hartford-Springfield, Los Angeles, New York, Philadelphia. Airlines: United, American, Western Pacific, West Coast, Transocean, and TWA. U. S. Overseas Airlines and Great Lakes Airlines, operating from Honolulu and Burbank also provide passenger and cargo service.

Oklahoma City, Okla., Will Rogers Field, P. O. Box 1277. No. of flights in 361, out 360. Facilities: 1490 sq ft of cargo space in separate building used by all airlines for handling of air cargo, express, and mail. Airlines: American, Braniff, Central, Continental, TWA.

Omaha Municipal Airport, Box 1, Airport Station, Omaha, Nebr. Total No. of flights 3449. Airlines: Braniff, Frontier, North Central, Ozark, United.

North Philadelphia Airport, Grant Ave. & Ashton Rd., Philadelphia 36, Pa. Total No. of flights 1372. Facilities: Delaware Aviation Corp. (Base Operator.)

Philadelphia International Airport, Philadelphia 42, Pa. No. of flights in 1050, out 1050. Facilities: Air Freight and Cargo Bldg., plus Air Freight Storage areas in Terminal Bldg.—40,000 sq ft. Air express and freight forwarders offices and stge. areas. All-cargo flights offered to and from Atlanta, Baltimore, Birmingham, Boston, Charlotte, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Grand Island, Nebr., Hartford-Springfield, Houston, Indianapolis, Kansas City, Los Angeles, Miami, Minneapolis, Newark, New Orleans, New York, Orlando, Pittsburgh, San Francisco, St. Louis, Tampa, Washington. Airlines: All-cargo, American, Capital, Delta, TWA, United, Riddle.

Combination passenger cargo flights: Allegheny, American, Capital, Delta, Eastern, National, Northeast, Pan American, TWA, and United.

Portland International Airport, 7000 N. E. Airport Way, Portland 18, Oregon. No. of flights in 520, out 520. Facilities: Cargo Bldg. for handling freight and express. All-cargo flights offered to and from Astoria, Aberdeen, Albany, Baker, Boise, Burley, Burns, Coeur D'Alene, Ephrata, Eugene, Klamath, La Grande, Lakeview, Lewiston, McCall, Medford, Newport, North Bend, Oakland, Olympia, Omak, Ontario, Pendleton, Pocatello, Port Angeles, Portland, Pullman, Ruseburg, Sacramento, Salem, San Francisco, Seattle, Spokane, Twin Falls, Walla Walla, Yakima. Airlines: Alaska Airlines, Flying Tiger, General Airways, Northwest Orient, Pan American, Pacific Northern, United, Western, West Coast, World Wide Service.

Salt Lake City Municipal Airport No. 1, Salt Lake City, Utah. No. of flights in 336, out 335. Facilities: Stge. area for large size or extreme bulk shipments. All-cargo flights offered by United Air Lines has one eastbound Cargoliner Monday thru Friday serving Denver and Midway with connections at Midway to Ypsilanti, Philadelphia, Cleveland, Idlewild, La Guardia, Baltimore and Boston. Western, Frontier, and Bonanza carry cargo on all flights. Airlines: Bonanza, Frontier, United and Western.

San Antonio International Airport, No. of flights in 343, out 336. All-cargo flights offered to and from Mexico City, Dallas, Chicago, Detroit, Buffalo, New York and Boston. Airlines: American, Braniff, Compania Mexicana De Aviacion, Continental, Eastern and Trans-Texas.

San Francisco International Airport, No. of flights in 1421, out 1421. Facilities: full cargo, freight and mail, housed in Air Mail & Cargo Building. Facilities currently being expanded by addition of new building. Airlines: American, British Overseas, Flying Tiger, Japan Air Line, Pacific, Pacific Southwest, Pan American, Quantas Empire, TWA, Trans ocean, United, Western.

Savannah, Ga., Travis Field, Box 286—Route 1. No. of flights in 56, out 56. No all cargo flights. Airlines: Delta, Eastern, and National.

Seattle, Wash., King County Airport, Box 19, Boeing Field, Seattle 8, No. of flights in 86, out 86. All-cargo flights offered to and from cities over 10,000 in Washington, Oregon and Idaho, Utah and from Oakland north in California are served by West Coast Airlines; The Flying Tiger Line is certificated to 21 cities in the northern portion of the U. S., and Westair Transport serves Kodiak, Anchorage and Fairbanks, Alaska. Airlines: The Flying Tiger, West Coast, and Westair Transport, Inc.

Seattle-Tacoma International, No. of flights in 550, out 550. Facilities: Air Freight Terminal, Air Express Office. All-cargo flights offered to and from Tokyo, Japan; Portland; Spokane; Minneapolis. Airlines: Alaska, Northwest, Pacific Northern, Japan, Pan American, Trans-Canada, United, Western.

Greater Shreveport Municipal Airport, Hollywood Ave., Shreveport, La. No. of flights in 259, out 259. No all-cargo flights. Airlines: Braniff, Delta, Trans-Texas.

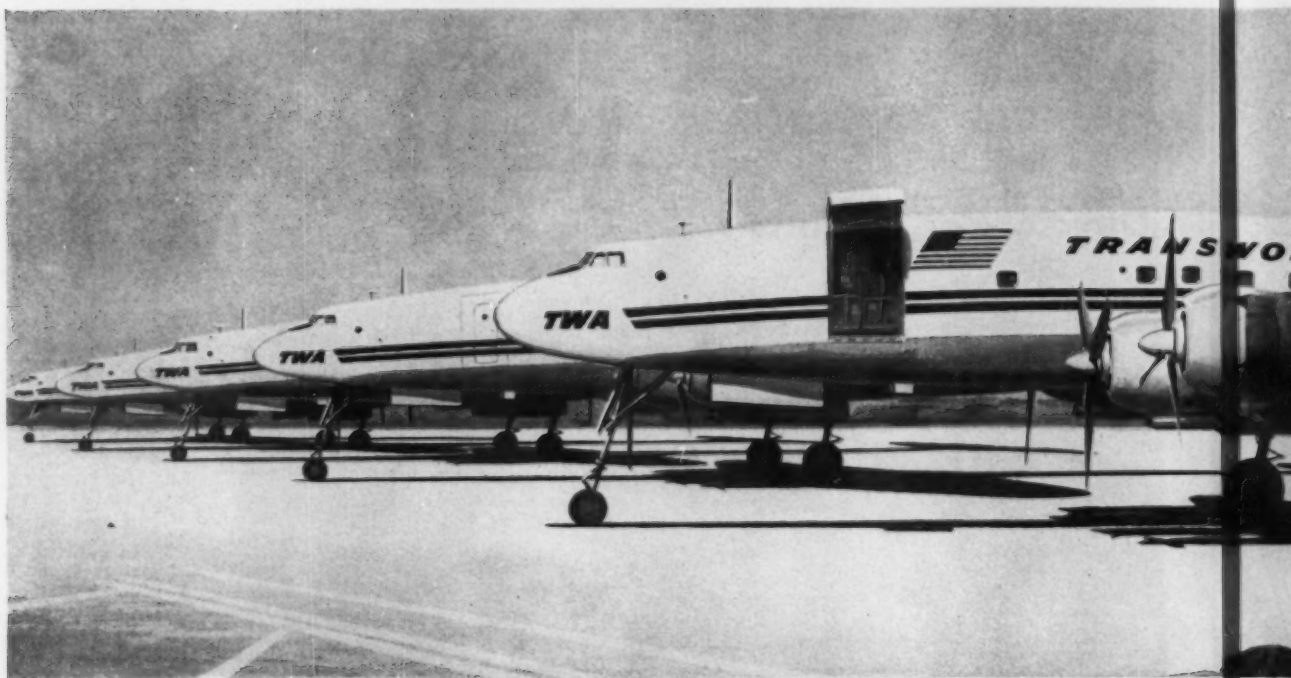
Sioux Falls, S. D., Joe Foss Field, No. of flights in 168, out 168. No all cargo flights. Airlines: Braniff, North Central, Western.

Lambert-St. Louis Municipal Airport, St. Louis 34, Mo. No. of flights in 2035, out 2035. Facilities: Separate cargo bldg., air freight, air mail, air express areas in air terminal bldg. All-cargo flights offered to and from Chicago, Detroit, Evanston, Louisville, New York, Philadelphia. Airlines: American, Braniff, Continental, Delta, Eastern, Orient, TWA.

Toledo Express Airport. No. of flights in 39, out 39. Facilities: United Airlines has a freight office along with Air Express Co.

Tulsa Municipal Airport, Box 8086, Dawson Station. No. of flights in 378, out 378. Facilities: American Airlines Cargo bldg. Airlines: American, Braniff, Central, Continental, TWA.

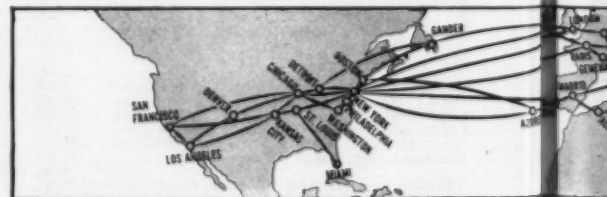
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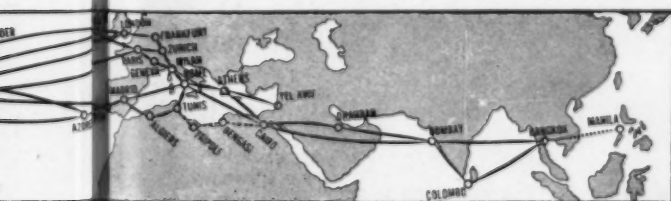
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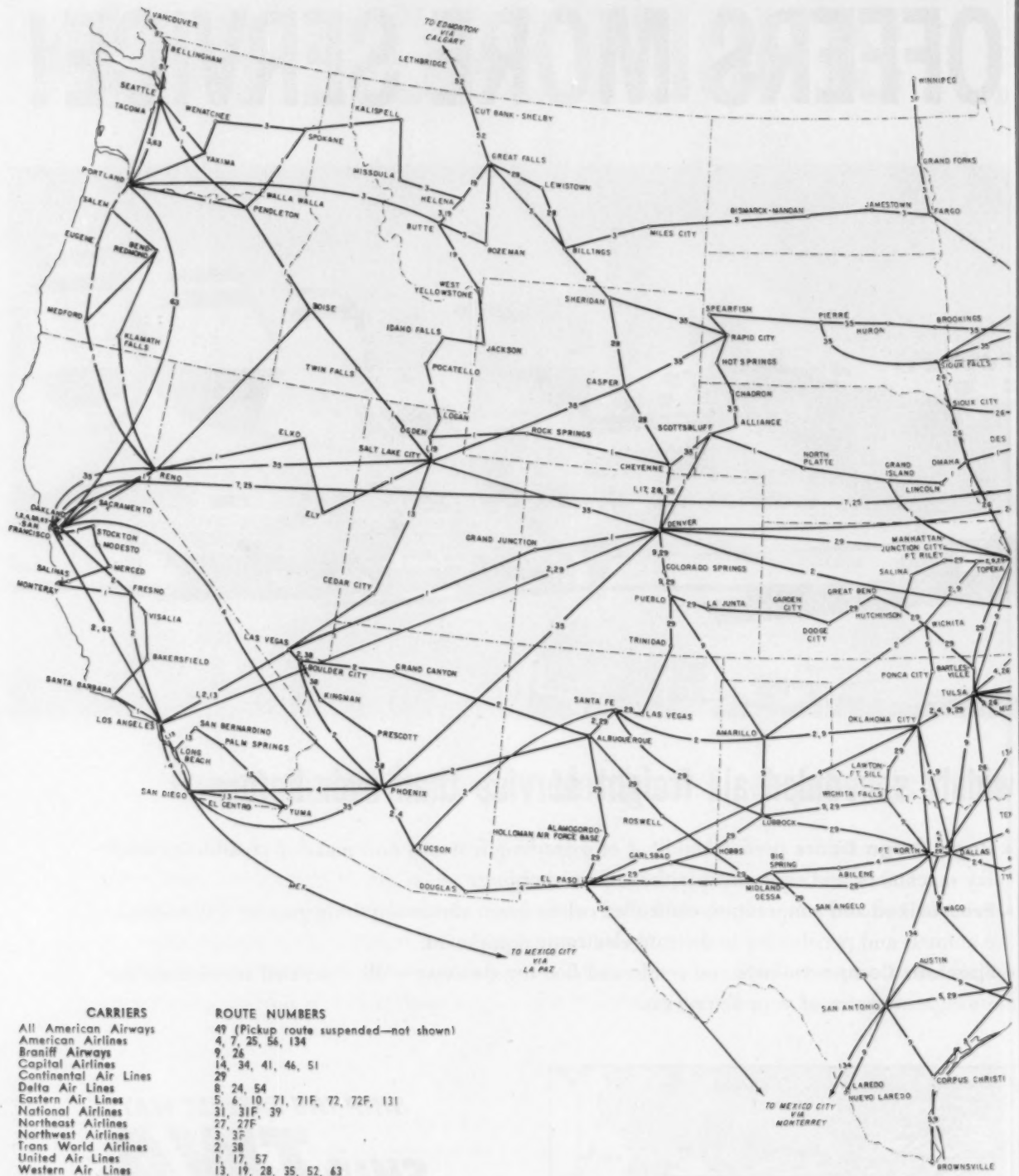
- **Huge Cargo Doors** permit handling of extra-length items, and make it possible to load bulky machinery and equipment without disassembling.
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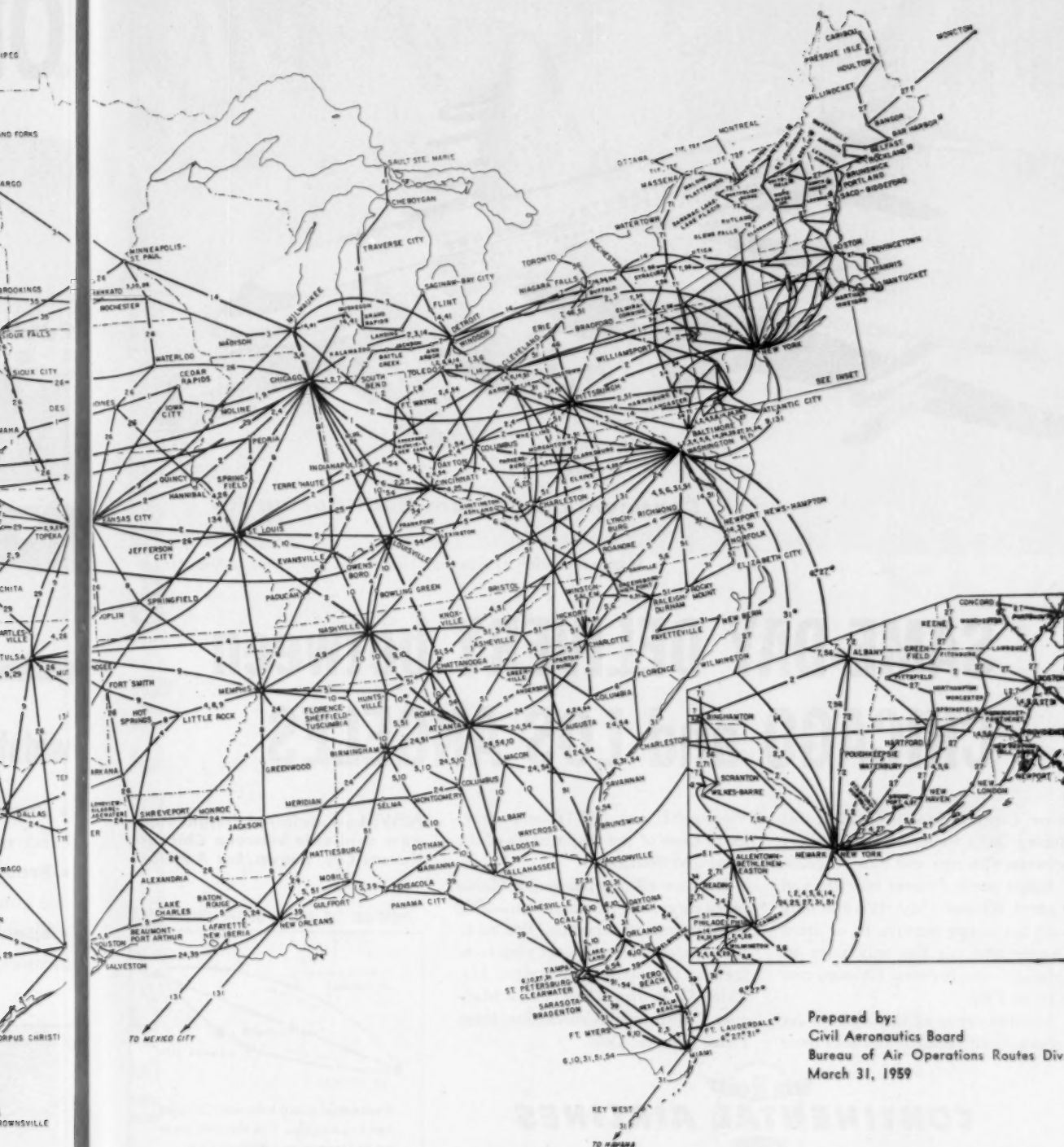
Air Routes Certificated to

Major Airlines Flying Both Combination Passenger-Cargo and



ected to Trunkline Carriers

Cargo and All-Cargo Planes Operate Over These Routes



For a map of airlines having only cargo flights turn to Page 45

NOW ON CONTINENTAL AIRLINES

GOLDEN JET CARGO SERVICE



Continental's Custom-Built Boeing 707

1959 is the Silver Anniversary Year of America's Gold Carpet Airline

SAME-DAY DELIVERY between CHICAGO and LOS ANGELES

Now Continental's Golden Jet Boeing 707's make 12 flights daily between Chicago and Los Angeles. 4 flights serve Denver enroute and 2 serve Kansas City. It's the only pure jet cargo service to or from Denver and it's the only pure jet cargo service between Chicago and Kansas City.

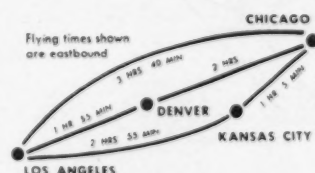
In addition to all this Golden Jet service, Continental offers Jet Power

Viscount II and DC-7B cargo service to most of the major cities of the West and Southwest.

Because all our passenger flights carry cargo, our passenger timetable is your freight schedule. For additional information contact your local freight forwarder, or write: Mr. Elden D. Brown, Cargo Sales Manager, Continental Airlines, Stapleton Field, Denver, Colo.

NEW! Low deferred freight rates now available between Chicago, Kansas City, Denver, Los Angeles

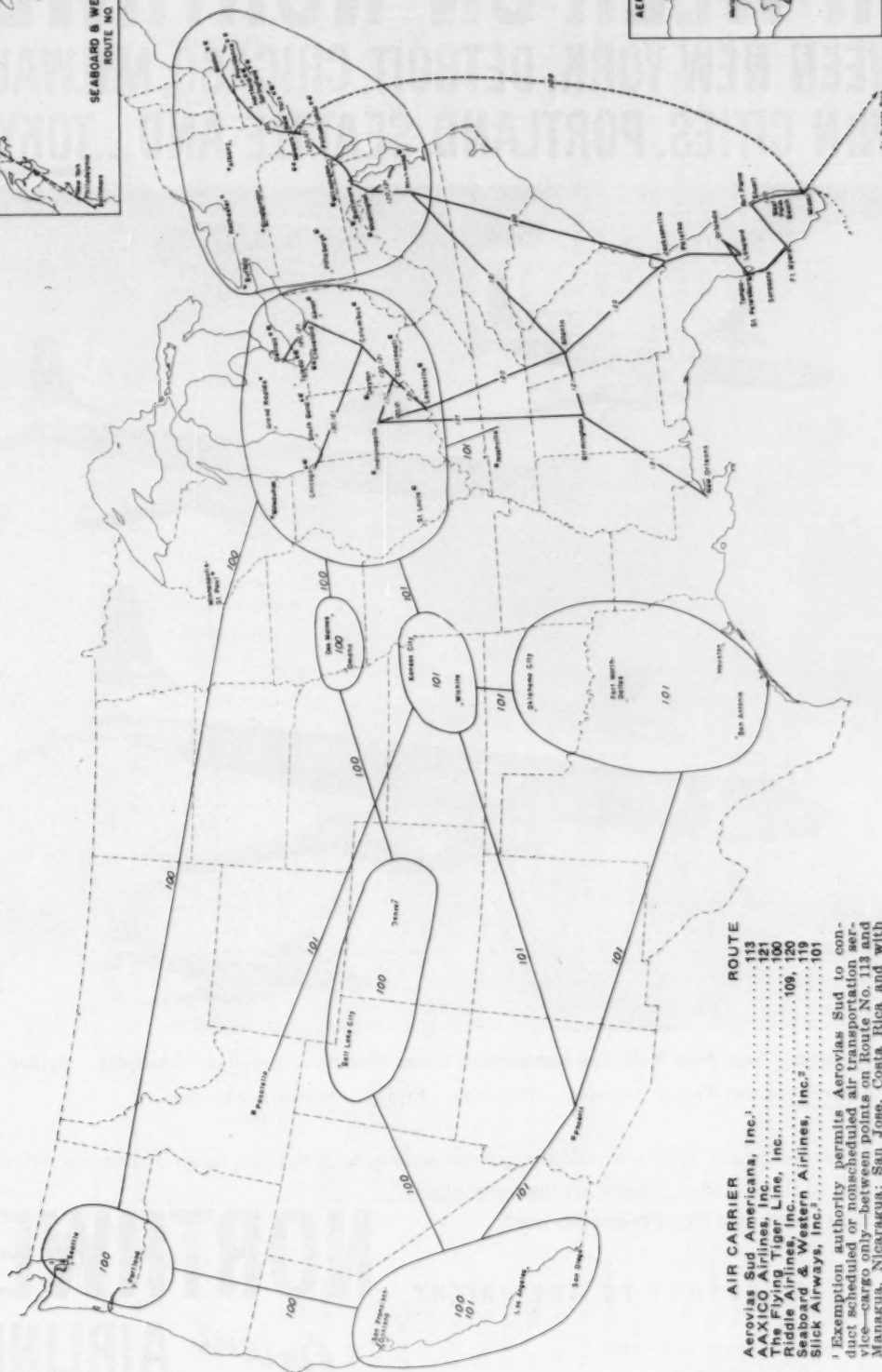
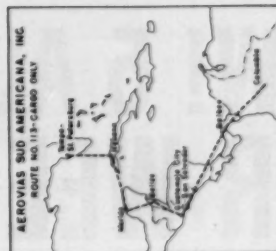
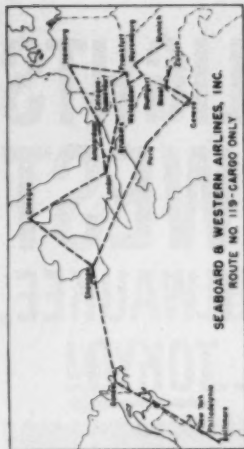
THESE ARE THE ROUTES OF THE GOLDEN JET



3 non-stops daily between Chicago and Los Angeles. Plus the new service to Denver and Kansas City.



U.S. Certificated Cargo Carriers



AIR CARRIER	ROUTE
Aerovias Sud Americana, Inc. ¹	113
AAXICO Airlines, Inc.	121
The Flying Tiger Line, Inc.	100
Riddle Airlines, Inc.	100
Seaboard & Western Airlines, Inc. ²	109, 120
Slick Airways, Inc. ³	109, 119

¹ Exemption authority permits Aerovias Sud to conduct scheduled or nonscheduled air transportation service—cargo only—between points on Route No. 113 and Managua, Nicaragua; San Jose, Costa Rica and with respect to nonscheduled air transportation to Quito and Guayaquil, Ecuador.

² The route shown for Seaboard & Western is that shown in Approved Service Plan.

³ Temporary suspension at all points authorized until further order of the Board.

..... Cargo only routes. _____ Cargo and mail routes.
* Points within areas authorized to The Flying Tiger Line, Inc.
Points within areas authorized to Slick Airways, Inc.

Prepared by:
Civil Aeronautics Board
Bureau of Air Operations Routes Div.
March 31, 1959

NOW! 5 ALL FREIGHTER FLIGHTS PER WEEK ON NORTHWEST

BETWEEN NEW YORK, DETROIT, CHICAGO, MILWAUKEE,
TWIN CITIES, PORTLAND, SEATTLE AND...TOKYO!



Westbound departures from New York and intermediate cities: Monday...Tuesday...Thursday...Friday...Saturday
Eastbound departures from Tokyo: Tuesday...Thursday...Friday...Sunday...Monday

Daily DC-7C combination flights in addition to the expanded freighters mean Northwest offers 12 cargo services weekly to the Orient . . . more lift than any other airline. Request Northwest Sky Freight Service*.

*Northwest's mark of service.

GREATEST FREIGHTWAY TO THE ORIENT

For local office, see yellow pages under "Air Freight," or call your freight forwarder.

NORTHWEST

Orient AIRLINES

Air Mileages Between U.S. Cities

	NORTHEAST										SOUTH					MID-CENTRINT							WEST			
	Baltimore	Boston	Buffalo	Cincinnati	Cleveland	Detroit	New York	Philadelphia	Pittsburgh	Washington, D.C.	Atlanta	Jacksonville	Memphis	Miami	New Orleans	Richmond	Chicago	Denver	El Paso	Kansas City, Mo.	Minneapolis	St. Louis	Salt Lake City	Los Angeles	Portland	San Francisco
Atlanta	575	933	695	374	556	596	760	667	527	547	277	332	598	427	480	592	1208	1293	675	905	485	1580	1935	2172	2133	2180
Baltimore	369	282	369	314	314	398	184	91	194	33	575	669	788	949	1001	122	611	1505	1750	962	948	731	1858	2313	2367	2341
Boston	369	282	369	314	314	398	184	91	194	33	575	669	788	949	1001	122	611	1505	1750	962	948	731	1858	2313	2367	2341
Buffalo	282	394	282	394	394	239	292	279	186	296	695	880	802	1184	1087	375	468	1368	1690	862	733	662	1701	2195	2167	2298
Chicago	611	859	468	249	307	219	724	669	403	600	592	857	481	1181	829	618	901	1249	404	350	251	1249	1735	1752	1847	1721
Cincinnati	430	750	392	221	221	228	585	501	257	411	374	622	410	957	708	385	249	1090	1333	541	603	308	1450	1892	1987	2037
Cleveland	314	561	191	221	105	105	418	363	107	310	556	761	627	1084	922	353	307	1223	1521	692	623	488	1567	2053	2063	2163
Denver	1505	1766	1368	1090	1223	1126	1632	1575	1320	1490	1208	1468	878	1732	1079	1485	901	554	552	694	793	380	838	986	986	1019
Detroit	398	630	239	228	105	105	501	464	203	406	596	832	621	1153	938	445	219	1126	1475	619	519	433	1490	1960	1975	2087
El Paso	1750	2067	1690	1333	1521	1475	1902	1834	1592	1726	1293	1481	978	1662	986	1695	1249	554	836	836	1156	1033	689	712	1286	993
Jacksonville	669	1015	880	622	761	832	834	748	702	640	277	591	330	516	548	548	857	1468	1481	952	1192	755	1840	2153	2442	2450
Kansas City, Mo.	962	1250	862	541	692	619	1104	1037	784	944	675	952	379	1247	678	935	404	552	836	406	238	922	1360	1397	1507	1505
Los Angeles	2313	2610	2195	1892	2053	1960	2460	2402	2357	2302	1935	2153	1602	2355	1675	2283	1735	838	712	1360	1522	1584	575	821	327	940
Memphis	788	1133	802	410	627	621	963	876	660	762	332	591	878	878	352	715	481	878	978	379	700	242	1250	1602	1852	1800
Miami	949	1261	1184	957	1084	1153	1093	1017	1016	922	598	330	878	878	675	828	1181	1732	1662	1247	1516	1073	2098	2355	2716	2603
Minneapolis	948	1125	733	603	623	519	1020	981	745	931	905	1192	700	1516	1050	1185	350	694	1156	406	464	991	1522	1427	1590	1399
New Orleans	1001	1359	1087	708	922	938	1184	1090	923	971	427	516	358	675	899	899	829	1079	986	678	1050	599	1433	1675	2063	1923
New York	184	184	292	585	418	501	93	93	313	213	760	834	963	1093	1184	290	724	1632	1902	1104	1020	888	1972	2460	2454	2580
Philadelphia	91	279	279	501	363	464	93	267	267	120	667	748	876	1017	1090	200	669	1575	1834	1037	981	808	1923	2402	2419	2518
Pittsburgh	194	495	186	257	107	203	313	267	267	204	527	702	660	1016	923	242	403	1320	1592	784	745	555	1670	2137	2174	2264
Portland, Ore.	2367	2553	2167	1987	2063	1975	2454	2419	2174	2360	2172	2442	1852	2716	2063	2392	1752	986	1286	1397	1427	1723	632	821	552	143
Richmond	122	471	375	385	353	445	290	200	242	96	480	548	715	828	899	699	251	793	1033	935	1185	699	1850	2283	2393	2362
St. Louis	731	1036	662	308	488	433	888	808	555	719	485	755	242	1073	599	699	251	793	1033	238	464	1158	1584	1723	1736	2362
Salt Lake City	1858	2099	1701	1450	1567	1490	1972	1923	1670	1845	1580	1840	1250	2098	1433	1850	1249	380	639	922	991	1158	1158	1584	1723	1736
San Francisco	2451	2696	2298	2037	2163	2087	2580	2518	2264	2443	2133	2375	1800	2603	1923	2436	1847	956	993	1507	1590	1736	601	327	552	680
Seattle	2341	2508	2130	1974	2035	1945	2421	2388	2145	2335	2180	2450	1867	2740	2098	2362	1721	1019	1373	1505	1399	1722	691	940	143	680
Washington, D.C.	33	399	296	411	310	406	213	120	204	547	640	762	922	971	96	600	1490	1726	944	931	719	1845	2302	2360	2443	2335

Directory of Air

Domestic

Services such as pickup and delivery, consolidation of shipments to cut costs, and packaging are offered by forwarders

- Abbott Air Freight Co., Inc., President: Oscar L. Garland, 749 Boston Post Rd., Milford, Conn.
- ABC Air Freight Co., Inc., President: Arthur J. Brown, 405 W. 37th St., New York 18, N. Y.
- Ace Air Freight Co., Inc., President: Albert M. Newman, 330 W. 27th St., New York 1, N. Y.
- Acme Air Cargo, Inc., President: George H. Ropes, 2 Lafayette St., New York 7, N. Y.
- Express Forwarding & Storage Co., Inc., Aero Transport Div., President: Thomas G. Newman, 8 Bridge St., New York 4, N. Y.
- Air Cargo Consolidators, Inc., President: Harry J. Phieffer, 8 Shotgun Lane, Levittown, N. Y.
- Air Cargo Transport, William J. Brosnahan & Charles A. Dasey, Logan International Airport, East Boston 28, Mass.
- Air Dispatch, Inc., President: M. H. Brandon, 630 9th Ave., New York 36, N. Y.
- Air Express International Corp., President: Chester M. Mayer, 90 Broad St., New York 4, N. Y.
- Air Freightways, Nathan Bronstein, 7333 State Rd., Philadelphia 35, Pa.
- Air Lanes Service, Inc., President: Ralph L. Olsen, 14805 Detroit Ave., Cleveland 7, Ohio
- Airborne Coordinators, Frank V. Gandola & William E. Geiselman, Cleveland Hopkins Airport, Cleveland 11, Ohio
- Airborne Freight Corp., President: J. D. McPherson, San Francisco International Airport, San Francisco, Calif.
- Air-Land Freight Consolidators, Inc., President: Ambrose M. Canonica, 226 Jackson St., San Francisco, Calif.
- Air-Sea Forwarders, Inc., President: Erwin Rautenberg, 406 S. Main St., Los Angeles 13, Calif.
- Airways Parcel Post Service, Inc., Airways Air Freight, President: Morris Shapiro, Teterboro Airport, Teterboro, N. J.
- Allied Air Freight, Inc., President: Robert Seitel, 428 9th Ave., New York 1, N. Y.
- American Shippers, Inc., President: Al Krause, 810 East 18th St., Los Angeles 21, Calif.
- Anderson Express, Ltd., President: Gerald Sammartino, Operations Building, New York International Airport, Jamaica 80, L. I., N. Y.
- Associated Air Freight, Inc., President: Harold Freeman, 516 5th Ave., New York 36, N. Y.
- Barnett Aircargo, Inc., President: Norman Barnett, 543 W. 43rd St., New York 36, N. Y.
- Peter A. Bernacki, Inc., President: Peter A. Bernacki, 222 Spring Garden St., Phila. 23, Pa.
- Bor-Air Freight Co., Inc., President: Bernard Bohrer, 307 W. 36th St., New York 18, N. Y.
- W. J. Byrnes and Co. of New York, Inc., President: W. J. Byrnes, 25 Broadway, New York 4, N. Y.
- Benjamin H. Walder & Ruben Konlon, Chicagoland Air Freight, 1325 West Randolph St., Chicago 7, Ill.
- City Messenger of Hollywood, Inc., City Messenger Air Express and/or C.M.A.X., President: Sidney B. Fullman, 1414 Cole Place, Los Angeles 28, Calif.
- Harry L. Whitaker, Cloud Lane, P. O. Box 1431, Fort Worth, Texas
- Los Angeles Consolidators and Trucking Co., Domestic Air Express, President: Paul R. Williams, P. O. Box 2611, Terminal Annex, Los Angeles 54, Calif.
- Dorf International, Ltd., President: Vincent Valvo, 89 Broad St., New York 4, N. Y.
- Frank P. Dow Co., Inc., President: William D. White, Olympic National Bldg., Seattle 4, Wash.
- Emery Air Freight Corp., President: John C. Emery, 801 2nd Ave., New York 17, N. Y.
- 4-A Air Freight Corp., President: Raymond M. Kimberlin, 5719 N. Central Ave., Chicago 46, Ill.
- General Air Freight, Inc., President: Bernard J. Meier, 1003 W. Huron St., Chicago 22, Ill.
- Gilbert Air Transport Corp., President: Milton Gilbert, 645 W. 40th St., New York, N. Y.
- Hawaiian Freight Forwarders, Ltd., Global Air Cargo, President: Ben Fitch, 420 Market St., San Francisco 11, Calif.
- Hop Air Freight Forwarder, Inc., President: Julius J. Mandelbaum, 265 W. 30th St., New York 1, N. Y.
- Lifschultz Air Freight, American National Bank & Trust Co., Executor, 28 N. Franklin St., Chicago 6, Ill.
- National Air Freight Forwarding Corp., President: T. R. Hudd, 19 Rector St., New York 6, N. Y.
- H. G. Ollendorff, Inc., President: Hans G. Ollendorff, 231-235 E. 55th St., New York 22, N. Y.
- Pacific Air Freight, Inc., President: Philip R. Gruger, Box 444, Adm. Bldg., Seattle-Tacoma Airport, Seattle 88, Wash.
- Pacific Messenger Service, Inc., President: Allan Kaplan, 1642 N. Cherokee, Hollywood, Calif.
- Republic Air Freight, Inc., President: W. R. Mote, 168 Twelfth Ave., New York 1, N. Y.
- Shulman, Inc., President: Benjamin Shuiman, 20th St. & Washington Ave., Philadelphia 46, Pa.
- United Parcel Service—Air, Inc., President: Robert M. Crooks, Room 400, 331 E. 38th St., New York 16, N. Y.
- Universal Air Freight Corp., President: M. Forgash, 345 Hudson St., New York 14, N. Y.
- Westcoast Air Express, President: Morton N. Hahn, 1340 E. 6th St., Los Angeles 21, Calif.
- Western Transportation Co., W.T.C. Air Freight, President: A. Meyers, 1440 E. 5th St., Los Angeles 33, Calif.
- Wings & Wheels Express, Inc., President: Edward L. Richter, Jr., 110th St. at Astoria Blvd., Flushing 69, N. Y.
- World Freight Forwarders (Air), Norman G. Jensen, 1225 E. 155th St., Seattle 55, Wash.
- World-Wide Services, Inc., President: J. R. Rhoades, 23 Jacob St., New York 38, N. Y.

Freight Forwarders

International

The export shipper can get help in the preparation of forms, advice on packaging, expedited service with forwarders

ABC Air Freight Co., Inc., President: Arthur J. Brown, 405 W. 37th St., New York 18, N. Y.

Acme Air Cargo, Inc., President: George H. Ropes, 2 Lafayette St., New York 7, N. Y.

Express Forwarding & Stge. Co., Inc., Aero Transport Div. President: Thomas G. Newman, 8 Bridge St., New York 4, N. Y.

Airborne Freight Corp., President: J. D. McPherson, P. O. Box 631, San Francisco International Airport, San Francisco, Calif.

Air Cargo Consolidators, Inc., President: Harry J. Phieffer, 8 Shotgun Lane, Levittown, N. Y.

Air Cargo Div. of Frederic Henjes Jr., Inc., President: August W. Messing, 18 Pearl St., New York 4, N. Y.

Air Express International Corp., President: Chester M. Mayer, 90 Broad St., New York 4, N. Y.

Air-Sea Forwarders, Inc., President: Erwin Rautenberg, 406 S. Main St., Los Angeles 13, Calif.

Airways Parcel Post International, Inc., President: H. T. Ahlers, Teterboro Airport, Teterboro, N. J.

Alas Ibero Americanas, Inc., President: Luis R. Gazitua, P. O. Box 85, Miami 48, Fla.

All-Airtransport, Inc., President: Hans E. Machbur, 6 State St., New York 4, N. Y.

Allied Air Freight, Inc., President: Robert Seitel, 428 Ninth Ave., New York 1, N. Y.

American Shippers, Inc., President: Al Krause, 810 E. 18th St., Los Angeles 21, Calif.

Irving Baum & Irving Bethell, Arista Shipping Co., 125 Broad St., New York 4, N. Y.

Associated Air Freight, Inc., President: Harold Freeman, 516 5th Ave., New York 36, N. Y.

Barnett International Airfreight Corp., President: Alan Barnett, 543 W. 43rd St., New York 36, N. Y.

Peter A. Bernacki, Inc., President: Peter A. Bernacki, 222 Spring Garden St., Phila. 23, Pa.

Caribbean & West Indies Express Co.,

President: Harry Kaufman, 117 N.E. 1st Ave., Miami 32, Fla.

Dorf International, Ltd., President: Vincent Valvo, 85 Broad St., New York 4, N. Y.

Emery Air Freight Corp., President: John C. Emery, 801 2nd Ave., New York 17, N. Y.

Empire Foreign Air Forwarders, Inc., President: Alan D. Gould, 117 Liberty St., New York 16, N. Y.

Flete International Corp., President: Edward J. Raphael, 105 Broad St., New York 4, N. Y.

Flying Cargo, Inc., President: Irving

W. Goodson, 140 Cedar St., New York 6, N. Y.

Freedman & Slater, Inc., President: William I. Freedman, 8 Bridge St., New York 4, N. Y.

Hawaiian Freight Forwarders, Ltd., President: Ben Fitch, 420 Market St., San Francisco 11, Calif.

Globe Shipping Co., Inc., President: Alfred Burin, 11 Broadway, New York 4, N. Y.

Hensel, Bruckmann & Lorbacher, Inc., President: Walter Schaaf, 6 State St., New York 4, N. Y.

Inter-Maritime Forwarding Co., Inc., President: Charles Dalldorf, 38 Pearl St., New York 4, N. Y.

International Air Freight Co., President: Fred Van Dover, 1 Beekman St., New York 38, N. Y.

Intra-Mar Shipping Corporation, President: Ernest R. Binder, 42 Stone St., New York 4, N. Y.

James G. Wiley Co., President: James G. Wiley, P. O. Box 45008, Airport Station, Los Angeles 45, Calif.

National Air Freight Forwarding Corp., President: T. R. Hudd, 19 Rector St., New York 6, N. Y.

H. G. Ollendorff, Inc., President: Hans G. Ollendorff, 231-235 E. 55th St., New York 22, N. Y.

Pacific Air Freight, Inc., President: Philip R. Gruger, Box 444, Adm. Bldg., Seattle-Tacoma Airport, Seattle 88, Wash.

Pan-Maritime Cargo Service, Inc., President: Morton Brautman, 232 Water St., New York 38, N. Y.

J. D. Smith Inter-Ocean, Inc., President: Alfred R. Guttman, 53 Broadway, New York 6, N. Y.

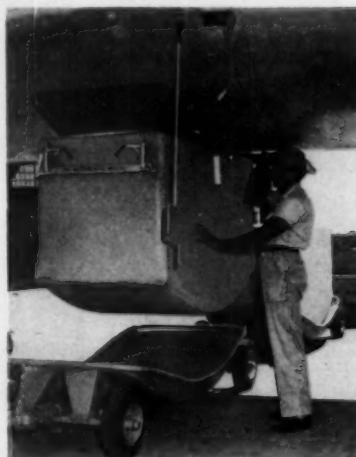
Stern, Henry, Air Corp., President: Samuel Stern, 44 Whitehall St., New York 4, N. Y.

Universal Air Freight Corp., President: M. Forgash, 345 Hudson St., New York 14, N. Y.

World Freight Forwarders, President: Norman G. Jensen, 1225 E. 155th St., Seattle 55, Wash.

World-Wide Services, Inc., President: J. R. Rhoades, 23 Jacob St., New York 38, N. Y.

Up and Away



Preloaded baggage container, which United Air Lines has developed for the DC-8 jet, is shown rising into a mockup of the cargo compartment. The ramp serviceman operates the hoist by pushing button near his head. Crank in foreground is used to propel the container into place in the cargo compartment. Douglas Aircraft Co. developed the containers and automatic handling equipment

new

An Elevating Tailgate that "Hides" Under Truck When You Don't Need It

Ready to Go to Work When You Do Need It

The Watson Hide-A-Gate is a "natural" for city pick up and delivery operators who do both dock and floor-to-floor loading.

For dock-fork loading, Hide-A-Gate folds completely under truck or trailer body. *Truck bumpers make direct contact with dock.*

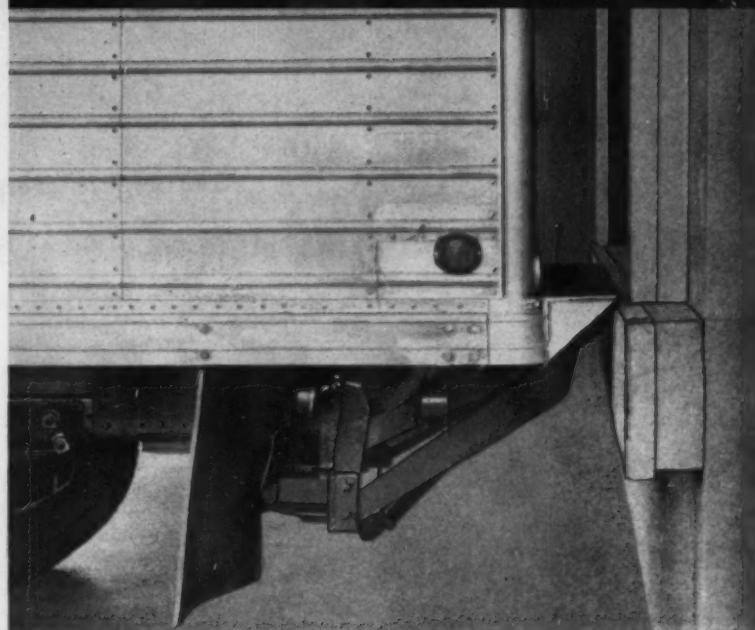
When no dock facilities exist, the gate "comes out of hiding" at the flip of the control lever. Hide-A-Gate is self folding and unfolding for safest operation. Hide-A-Gate never gets in your way. You can open or close the van body door without interference. You can get in or out of the van from the ground without starting the engine or operating the gate.

Hide-A-Gate is available in electric-hydraulic or PTO-hydraulic models, and is simple to install on 1½ ton and larger trucks. Safe under all operating conditions.

Drop us a line for complete details,
or contact your nearby
H. S. Watson distributor.

Dept. N 10

WATSON HIDE-A-GATE



*Folded under truck, Hide-A-Gate allows
direct contact with dock.*



*Quick flip of lever
(note handy location)
unfolds Hide-A-Gate
to load or unload
up to 1200 lbs.*

WATSON



WEIGHTLIFTER

H. S. WATSON COMPANY
1316 - 67th STREET, EMERYVILLE, CALIFORNIA
TOLEDO, OHIO

Dept. N 10

Circle No. 17 on Card, Facing Page 147, for more information

TRANSPORTATION ANNUAL

DA DISTRIBUTION AGE

HIGHWAY TRANSPORTATION

New Highway Legislation

DA's annual summary of new state highway regulations which includes funds, taxes, fees, safety equipment, size and weight limits, and other essential information keyed to keep you posted on new developments.

55

State Size & Weight Limits

Here in easy-to-read chart form are the size and weight limits by state presented alphabetically across the board. Also provided is a table of axle weight based upon tire widths, other information.

59

State Mud Guard Requirements

Mud guard provisions are included in the motor vehicle requirements of 27 states. States and their requirements are given in chart form.

63

Safety Equipment

The latest in information on what safety equipment you must have in order to operate legally in certain states. States are listed along with equipment they require such as clearance lamps, defrosters.

64

Interstate Highway System Maps

This progress report employs two-color maps and many tables to illustrate the progress and status of the system. Map shows completed highways, those under construction, and highways that have been proposed.

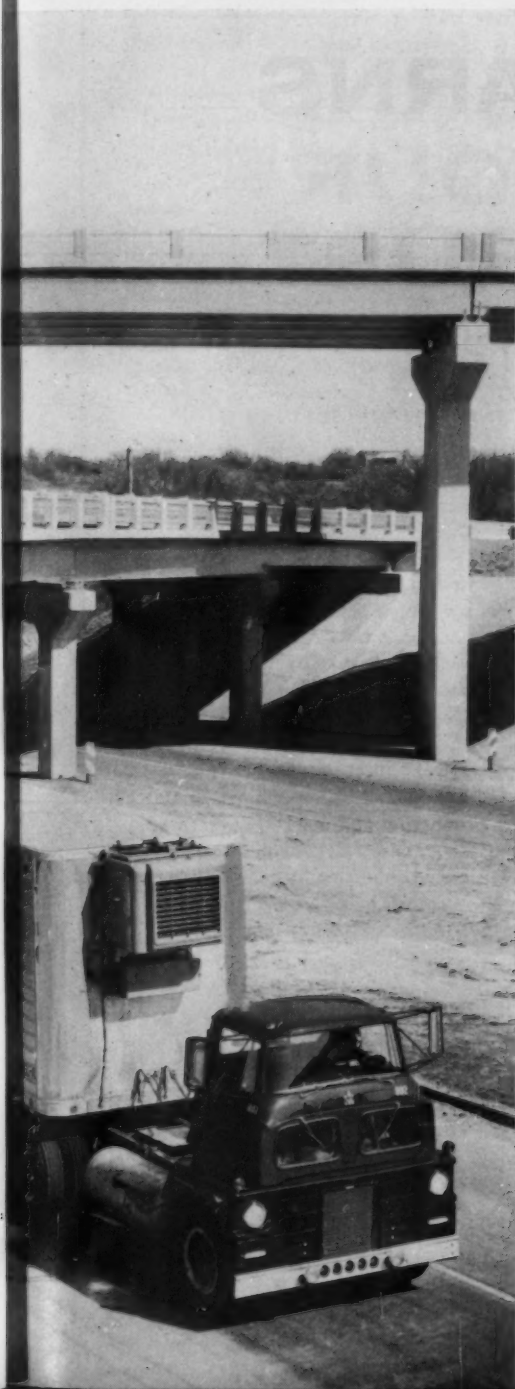
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Turnpike Guide

Turnpikes stretching across the country make-up this guide which shows their interchanges and connecting links with state and U. S. highway routes. Added feature is directory of turnpike officials. Extensive toll information is provided.

75

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Streets, Philadelphia 39, Pa., on a company letterhead.





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CENTRAL MOTOR LINES

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LINKING THE CAROLINAS WITH THE EAST AND WEST
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ON TIME

95% of all Central Shipments



OPERATING DEPARTMENT
CENTRAL MOTOR LINES - CHARLOTTE
Cumulative On-Time Service Report - Period Ending April 30, 1959

	East - 2nd day			West - 3rd day			South-Overnight			%
	Del'd	On-Time	%	Del'd	On-Time	%	Del'd	On-Time	%	
Asheville	129	85	66	94	71	75	642	54	84	93
Augusta	137	93	68	72	73	90	423	193	46	96
Baltimore	407	232	57							94
Charleston	723	477	66	1217	794	65	749	682	91	93
Charlotte	2071	1409	68	3011	2061	68	1927	1494	78	97
Chicago				15731	14220	91				93
Cleveland				7614	7321	97				97
Columbia	1740	1133	65	1426	1098	77	790	723	91	98
Durham	1388	1264	91	1779	1589	89	611	552	90	96
Florence	1031	77	84	942	174	19	1153	1010	87	94
Greensboro	1732	1214	69	5123	4546	89	1494	1296	87	99
Greenville	1405	1119	79	1796	1439	80	1274	1207	95	97
Hickory	690	418	60	754	626	83	127	94	74	91
New York (Clifton)	7150	6811	95							93
Phila	2998	2891	96							96
Spartanburg	546	430	79	115	94	81	489	445	91	97
W-Salem	906	842	93	108	98	90	398	372	93	95
	27204	26025	96	39014	37090	95	14261	13587	95	

SYSTEM - Delivered 80,479
On-Time 76,702 95%

State of North Carolina) ss
County of Mecklenburg)

John W. Martin, Director of Operations, being first duly sworn, on oath states that he has personal knowledge of, and is familiar with, the information contained in the above statement and that such information is true and correct to the best of his knowledge, information, and belief.

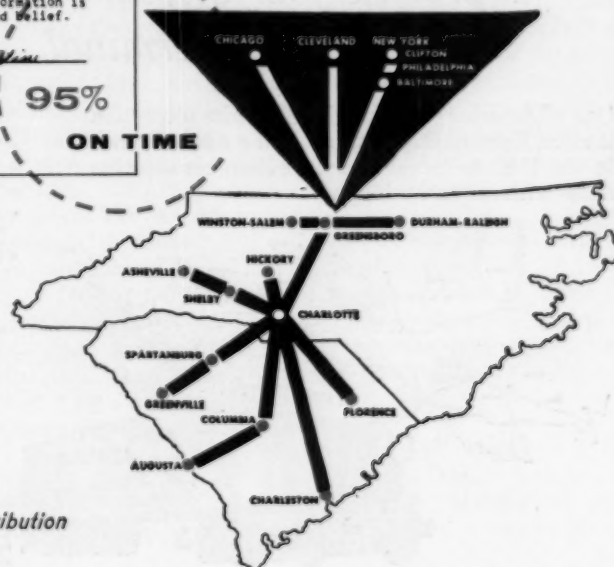
Subscribed and sworn to before me this 1st day of May, 1959.
Notary Public
My Commission Expires October 7, 1959

John W. Martin

95%
ON TIME

IMPORTANT
COVERAGE OF THE
CAROLINAS
TO AND FROM
THE EAST AND WEST

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of all-size shipments from origin to destination.





*It protects your investment . . .
in-terminal . . . en route . . . on-arrival*

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HIGHWAY transportation matters have been in the forefront of legislative activity this year, both at the federal and state levels.

Forty-eight state legislatures and the U. S. Congress have held regular or special sessions this year. Only two states—Kentucky and Mississippi—did not meet. To date, all but seven have adjourned for the year.

Federal Highway Program

Currently, several bills are being considered in Congress to provide additional revenue for the Highway Trust Fund. They provide for a short term increase in the federal gasoline tax and channeling a portion of the federal excise tax on automobiles and parts and accessories into the Trust Fund. Numerous other proposals have been made to find additional revenue for the Trust Fund which is in serious financial difficulty. Congress has been advised that no apportionments can be made to the states for the Interstate System for fiscal year 1961 unless additional revenue is provided.

Numerous bills have been proposed providing for reimbursement to the states for toll or toll-free roads that have been incorporated into the Interstate System.

State Motor Fuel Taxes

Four states have increased gasoline tax rates this year: **NEW HAMPSHIRE** (6¢ to 7¢), **NEW YORK** (4¢ to 6¢), **OHIO** (5¢ to 7¢) and **WEST VIRGINIA** (6¢ to 7¢). Still pending is a proposed increase in **PENNSYLVANIA**. Such proposals were killed or died on adjournment in **ALASKA**, **ARIZONA**, **ARKANSAS**, **MASSACHUSETTS**, **MINNESOTA**, **MISSOURI**, **MONTANA**, **OREGON**, **WASHINGTON**, and **WYOMING**.

The present range of gasoline tax rates is from 3¢ in **MISSOURI** to 7¢ in 13 states.

Mileage Taxes

Imposition of mileage taxes was proposed in eight states: **ARKANSAS**, **KANSAS**, **MONTANA**, **NEW**

Highway Legislation At the State Level

DA's annual summary of new state highway regulations—including funds, taxes, fees, safety equipment, size and weight limits, and others

MEXICO, **NEW JERSEY**, **PENNSYLVANIA**, **SOUTH DAKOTA**, and **WEST VIRGINIA**. The **MONTANA** bill was vetoed by the governor; the **PENNSYLVANIA** bill is pending. All others were defeated. Unsuccessful attempts were made in **COLORADO** and **ILLINOIS** to change existing mileage taxes. A bill calling for repeal of **OHIO'S** axle-mile tax and a similar bill affecting **NEW YORK'S** weight-distance tax died on adjournment.

Registration Fees

Registration fee increases or major amendments have been enacted in **ARIZONA**, **COLORADO**, **NORTH DAKOTA**, **OREGON**, **SOUTH CAROLINA**, and **WEST VIRGINIA**. In **CALIFORNIA**, a reduction in vehicle fees was scheduled for Jan. 1, 1960, but a new law cancelled this provision. A pending bill in **NEW HAMPSHIRE** would increase fees for commercial vehicles. **UTAH** has enacted a retaliatory tax law affecting nonresident commercial vehicles. New reciprocity laws were enacted in **IOWA**, **NORTH DAKOTA** and **SOUTH DAKOTA**. In **GEORGIA**, the Reciprocity Commission was abolished and the responsibility of negotiating agreements was transferred to the governor.

Good Roads Amendments

Anti - diversion constitutional

amendments were introduced in **CONNECTICUT**, **DELAWARE**, **MARYLAND**, **NEBRASKA**, **NEW MEXICO**, **NEW YORK**, **NORTH CAROLINA**, **RHODE ISLAND**, and **WISCONSIN**. Repeal of existing amendments was proposed in **CALIFORNIA**, **GEORGIA**, **NORTH DAKOTA**, **OREGON** and **TEXAS**. None of these proposals was successful.

Diversions

New laws in **ALASKA**, **CONNECTICUT** and **MISSOURI** divert driver license fee revenue to state general funds, instead of highway purposes. The **CONNECTICUT** law, to be effective for a two-year period, also diverts registration fee revenue to the General Fund.

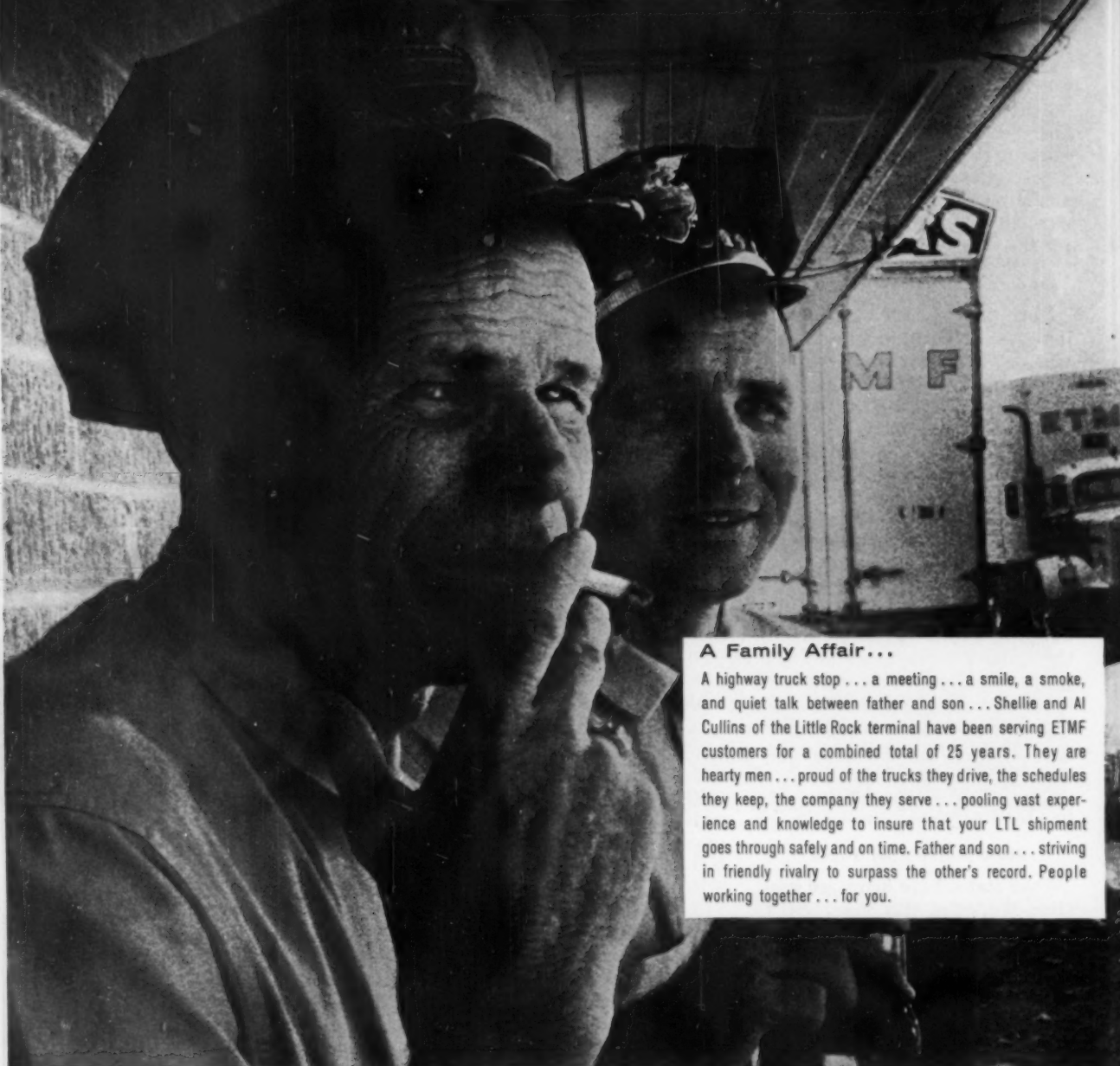
In **CALIFORNIA** a proposal to permit use of highway funds to aid mass transit was referred to an interim legislative committee for study. **MASSACHUSETTS** proposals to divert highway funds for mass transit purposes are still pending.

ILLINOIS has enacted legislation permitting creation of local mass transit districts by cities or counties and allocation of a portion of fuel tax revenue received by such local units to the transit districts.

Utility Reimbursement

Laws have been enacted in **IOWA**, **NEW MEXICO** and
(Please Turn to Page 57)

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A highway truck stop... a meeting... a smile, a smoke, and quiet talk between father and son... Shellie and Al Cullins of the Little Rock terminal have been serving ETMF customers for a combined total of 25 years. They are hearty men... proud of the trucks they drive, the schedules they keep, the company they serve... pooling vast experience and knowledge to insure that your LTL shipment goes through safely and on time. Father and son... striving in friendly rivalry to surpass the other's record. People working together... for you.

PRINCIPAL TERMINALS

- | | | | | | |
|------------|-------------|---------------|------------|---------------|--------------|
| • BEAUMONT | • FT. WORTH | • KILGORE | • LUFKIN | • PORT ARTHUR | • SHREVEPORT |
| • CHICAGO | • HENDERSON | • LITTLE ROCK | • MARSHALL | • ST. LOUIS | • TEXARKANA |
| • DALLAS | • HOUSTON | • LONGVIEW | • MEMPHIS | • SAN ANTONIO | • TYLER |

EAST TEXAS MOTOR FREIGHT

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GENERAL OFFICES • DALLAS, TEXAS



Highway Legislation . . .

(Continued from Page 55)

WASHINGTON this year requiring the state to reimburse utilities for relocation costs necessitated by highway construction on the Interstate System.

Three states — CALIFORNIA, CONNECTICUT and MAINE have enacted amendments to the existing laws.

Bills are pending in three other states — ALABAMA, OHIO and PENNSYLVANIA.

Such legislation has been defeated in ARIZONA, INDIANA, NEVADA, NEW HAMPSHIRE, NEW YORK, OREGON, SOUTH DAKOTA, TEXAS and WEST VIRGINIA.

Proposals to repeal reimbursement laws in IDAHO and MASSACHUSETTS have been defeated.

Highway Bond Issues

Credit highway financing has been approved in eleven states — ALABAMA, ARKANSAS, CONNECTICUT, DELAWARE, MAINE, OREGON, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, VERMONT and WEST VIRGINIA.

A highway bond proposal is pending in NEW HAMPSHIRE.

Major highway bond issues were defeated in MINNESOTA, OKLAHOMA, WEST VIRGINIA and WISCONSIN.

Service on Controlled-Access Highways

Eleven states have enacted legislation this year to preserve competitive private enterprise by prohibiting the location or operation of commercial businesses on the rights-of-way of controlled-access highways. The states are ARKANSAS, CONNECTICUT, DELAWARE, ILLINOIS, MINNESOTA, MONTANA, NEBRASKA, NORTH DAKOTA, SOUTH DAKOTA, WEST VIRGINIA and WYOMING. This makes a total of 27 states that have acted to prevent the establishment of monopolistic enterprises such as those on toll roads.

NEW MEXICO adopted a memorial requesting the Bureau of Public Roads to remove the restriction on the use of Federal-aid highway rights-of-way by private businesses.

The MARYLAND governor vetoed a proposal that would have prohibited commercial enterprises on the Baltimore-Washington Expressway.

Size and Weight Limits

Increased size and/or weight limits have been enacted in 25 states this year. Changes in length limitations have been made in CALIFORNIA, CONNECTICUT, GEORGIA, KANSAS, MASSACHUSETTS, NEBRASKA, NEW HAMPSHIRE, NEW JERSEY (awaiting Governor's approval), NORTH CAROLINA, NORTH DAKOTA, OREGON, TENNESSEE and WASHINGTON. Height limit increases were enacted in IOWA, KANSAS, MARYLAND (plate glass haulers only), MINNESOTA, TENNESSEE (certain vehicles), and WASHINGTON. Weight limit increases were voted in DELAWARE, FLORIDA, ILLINOIS (5-axle combinations), IOWA, MONTANA, NEBRASKA, NORTH CAROLINA, NORTH DAKOTA, OHIO, OKLAHOMA, TENNESSEE, TEXAS, WASHINGTON, WISCONSIN (awaiting Governor's signature) and WYOMING. NEBRASKA, NORTH DAKOTA and SOUTH DAKOTA now have provisions to permit 3-unit combinations.

Vehicle Equipment

Requirements that hydraulic brake fluid meet certain requirements was proposed in 12 states and became law in ALABAMA, CALIFORNIA, CONNECTICUT, DELAWARE, FLORIDA, MAINE, NEW YORK and WISCONSIN.

CALIFORNIA has enacted a series of laws imposing rigid requirements on air brake systems.

Laws to legalize amber parking lamps have been enacted in

IOWA, MINNESOTA, OHIO, OREGON, TEXAS and VIRGINIA.

In CALIFORNIA a new law requires the director of public health to determine by Feb., 1960, the allowable standards of emission of vehicle exhaust contaminants. An ARKANSAS law bans muffler cutouts and the emitting of unusual noise or smoke and a MAINE law prohibits excessive noise. A new CONNECTICUT enactment regulates mufflers and exhaust pipes.

A new law in MAINE extends mudflap requirements to vehicles weighing 6,000 lb. (formerly 14,000 lb), registered gross weight or more. A TEXAS law exempts truck-tractors operated without semi-trailers from splashguard requirements. A VERMONT law requires splashguards on any bus, truck or combination with at least four tires on the rear axle but exempts farm tractors and pole trailers.

The U. S. Supreme Court invalidated the ILLINOIS contour splashguard law, whereupon a new law was enacted permitting either contour or flap-type splashguards.

Congress has the following under consideration with regard to the equipment and safety of motor vehicles: HR 722 (Bennett, D., FLA.), to require certain safety devices on vehicles sold or used in interstate commerce; HR 880 and HR 883 (Multer, D., N. Y.), to require a manufacturer's certificate of fitness on all new car sales and to require all speedometers to be sealed; HR 1297 (McDonough, R., CALIF.), and HR 1346 (Schenck, R., OHIO), to prohibit the use in commerce of any motor vehicle which discharges substances in amounts found by the Public Health Service to be dangerous to human health; HR 1341 (Roberts, D., ALA.), (passed House) to require passenger vehicles purchased for use by the federal government to meet certain safety standards; HR 8238 (Schenck, R., OHIO) (passed House) requires surgeon general to make a study and report to Congress on substances discharged from exhausts of motor vehicles.

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STATE SIZE & WEIGHT LIMITS

Source: National Highway Users Conference

Corrected to August 15, 1959

STATE	SIZE RESTRICTIONS							GROSS WEIGHT			(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (In thousands of pounds)										
	Width (Inches)	Height (Feet)	LENGTH				Minimum Tandem Axle Spacing	(LEGAL LIMITS)			Below Limits Apply to Pneumatic Tires Unless Otherwise Specified										
			Single Unit	Tractor Semi-Trailer	Other Combinations	Number of Trailers (Semi-Trailer - 1/2)		Pounds Per Inch of Tire Width	Per Axle (1000 lb.)	Tandem Axles 4 feet apart (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wheel Tractor 2-Wheel Semi-Tr.	4-Wheel Tractor 4-Wheel Semi-Tr.	6-Wheel Tractor 4-Wheel Semi-Tr.	4-Wheel Truck 4-Wheel Trailer	4-Wheel Truck 6-Wheel Trailer	6-Wheel Truck 4-Wheel Trailer	6-Wheel Truck 6-Wheel Trailer	Tractor, Semi-T. & Full Trailer Combs.	
Ala. TVV	96	m 12 1/2	35k	50	NP	1/2	40	NS	18	36	36	54	54	64.6	64.6	NP	NP	NP	NP	NP	NP
Ariz. Y	96	13 1/2	40	65	65	1 1/2	40	NS	18	32	36	50	54	68	76.8	72	76.8	76.8	76.8	76.8	76.8
Ark. V	96	13 1/2	35k	50	50	NR	40	NS	18	32	18b	32b	36b	50b	56b	54b	56b	56b	56b	56b	56b
Cal. Y	d 96	13 1/2	35ak	60	65	NR	NS	NS-P 800-S	18	32	36	50	54	68	76.8	72	76.8	76.8	76.8	76.8	76.8
Colo. X	e 96	13 1/2 w 12 1/2	35ak	60	60	2	40	NR	18-I 16-J	36	30	48	*54	*72	*73.6	72	*73.6	*73.6	*73.6	*73.6	*73.6
Conn. T	102	12 1/2	50	50	NP	1/2	NS	NS-P 800-S	22.4	36	32	50	50	60	60	NP	NP	NP	NP	NP	NP
Del. Y	96	m 12 1/2	40	50	60	1 1/2	48	700	20	36	30c	46c	48c	60c	60c	52c	52c	60c	60c	60c	60c
D. C. VY	96	12 1/2	35	50	50	1 or 1/2	40	NS	22	36	44	60	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	NP
Fla. Y	96	m 12 1/2	40a	50	50	1 or 1/2	40	NS	20	40	40	60	60	66.4	66.4	66.4	66.4	66.4	66.4	66.4	NP
Ga. Y	96	13 1/2	39.5kn	50	50	1 or 1/2	40	NR	20.3In 18-Jn	40.6n	40.6n	61n	63.2n	63.2n	63.2n	63.2n	63.2n	63.2n	63.2n	63.2n	NP
Idaho Y	a 96	14	35f	60	65	1 1/2	NS	800 ^o	18	32	36	50	54	68	76.8	72	76.8	76.8	76.8	76.8	76.8
Ill. Z	96	13 1/2	42	50	50	1 1/2	40	800	18	32	36	41	45	59	68	63	72	72	72	72	72
Ind. Y	96	13 1/2	36k	50	50	1 1/2	40	800	18	32	36	50	54	68	72	72	72	72	72	72	72
Iowa TY	96	13 1/2	35ak	50	NP	1/2	40	NR	18	32	36	50	54	72.6	72.6	NP	NP	NP	NP	NP	NP
Kan. Y	e 96	12 1/2	35ak	50	50	1 or 1/2	40	NR	18-I 16-J	32	36	50	54	63.8	63.8	63.8	63.8	63.8	63.8	63.8	NP
Ky. ZT	96	13 1/2	35	50	NP	1/2	42	600	18	32	36	50	54	59.6	59.6	NP	NP	NP	NP	NP	NP
La. Y	96	m 12 1/2	35ak	50	60	1 or 1/2	40	450	18-I 16-J	32	18b	32b	36b	50b	64b	54b	54b	68b	68b	68b	NP
Me. Y	96	12 1/2	50	50	50	1 or 1/2	48	600	22-G	32	32	50	50	60	60	60	60	60	60	60	NP
Md. X	96	m 12 1/2	55	55	55	NR	NS	NS	22.4	40	44.8	62.4	65	65	65	65	65	65	65	65	65
Mass. YT	e 96	NR	35k	50	45	NS	1 or 1/2	NS	800	22.4	36	44.8	60	60	60	47.8	47.8	63	63	63	NP
Mich. Y	96	13 1/2	35kv	55	55	1 1/2	42	700	18-P 16-S	26p	36-W	44-W	54-W	68-W	76-W	72-W	86-W	86-W	94-W	104-W	104-W
Minn. Y	e 96	13 1/2	40	50	50	1 or 1/2	40	NR	18-P 10.8-S	32	36	50	54	68	72.5a	72	72.5a	72.5a	72.5a	72.5a	NP
Miss. YZ	96	m 12 1/2	35ak	50	50	1 or 1/2	40	Table	18-I 16-J	28.6p	27	41	45	59	59	59	59	59	59	59	NP
Mo. Y	96	12 1/2	35ak	50	50	NR	40	600	18-I 16-J	32	36	50	54	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6
Mont. Y	e 96	13 1/2	35k	60	60	1 or 1/2	40	NS	18	32	36	50	54	68	76.8	72	76.8	76.8	76.8	76.8	NP
Nebr. Y	96	13 1/2	40	60	60	1 or 1/2	40	NR	18	32	36	50	54	71.1	71.1	71.1	71.1	71.1	71.1	71.1	NP
Nev. Y	96	NR	NR	NR	NR	NR	42	600	18	32	36	50	54	68	76.8	72	76.8	76.8	76.8	76.8	76.8
N. H. Y	96	13 1/2	35u	50	50	NR	NS	600	22.4	36i	33.4	40j	52.8	66.4	66.4	66.4	66.4	66.4	66.4	66.4	66.4
N. J. Y	96	13 1/2	35	50	50	1 or 1/2	40	800	22.4h	32	30	40	52.4	60	60	60	60	60	60	60	NP
N. M. VY	e 96	13 1/2	40	65	65	1 1/2	40	600	21.6	34.3	43.2	55.9	64.8	77.5	86.4	86.4	86.4	86.4	86.4	86.4	86.4
N. Y. X	96	13	35ak	50	50	1 or 1/2	48	800-P 640-S	22.4	36	44.8	58.4	65	65	65	65	65	65	65	65	NP

STATE	SIZE RESTRICTIONS							GROSS WEIGHT			(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (In thousands of pounds)									
	Width (Inches)	Height (Feet)	LENGTH			Number of Trailers (Semi-Trailer—½)	Minimum Tandem Axle Spacing	(LEGAL LIMITS)			Below Limits Apply to Pneumatic Tires Unless Otherwise Specified									
			Single Unit	Tractor Semi-Trailer	Other Combinations			Pounds Per Inch of Tire Width	Per Axle (1000 lb.)	Tandem Axles 4 feet apart (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wheel Tractor 2-Wheel Semi-Tr.	4-Wheel Tractor 4-Wheel Semi-Tr.	6-Wheel Tractor 4-Wheel Semi-Tr.	4-Wheel Truck 4-Wheel Trailer	4-Wheel Truck 6-Wheel Trailer	6-Wheel Truck 4-Wheel Trailer	6-Wheel Truck 6-Wheel Trailer	Tractor, Semi-Tr. & Full Trailer Combs.
N. C.	96	12½	35sk	50	50	1 or ½	48	800	19-17-Jn	38n	L 31.5n	L 46.2n	46.2n	62	62	62	62	62	62	NP
N. D.	96	13½	40a	60	60	1½	40	550	18	32	36	48	54	64	64	64	64	64	64	NP
Ohio	96	13½	35sk	50	60	NR	NS	650	19	24p	38	50.5	57	69.5	*75.8	78	78	78	78	78
Okla.	96	13½	35k	50	50	1 or ½	40	650	18	32	36	50	54	68	73.2	72	73.2	73.2	73.2	NP
Ore.	96	12½	35	50g	50y	1 or ½	40	550	18	32	36	50	54	60	60	60	60	60	60	NP
Pa.	96	12½	35kr	50	50	1 or ½	36	800	22.4	36	H 33	H 47	H 50	H 60	H 60	H 62	H 62	H 62	H 62	NP
R. I.	102	12½	40	50	50	1 or ½	40	800	22.4	NS	36	44	50	50	50	72	80	80	88	NP
S. C.	96	12½	40a	50	50	1 or ½	40	NR	20-16-J	32	40	52	60	68.3	68.3	68.3	68.3	68.3	68.3	NP
S. D.	96	13	35k	50	60	1 or ½	40	800	18-16-J	32	36	50	54	68	73.2	72	73.2	73.2	73.2	NP
Tenn.	96	12½	35k	50	50	1 or ½	40	NS	18	32	36	50	54	61.5	61.5	39.5	39.5	53.5	53.5	NP
Tex.	96	13½	35k	50	50	1 or ½	40	650-1 600-J	18-16-J	32	36	50	54	58.4	58.4	58.4	58.4	58.4	58.4	NP
Utah	96	14	45	60	60	2	40	NS	18-P 13.5-S	33	36	51	54	69	79.9	72	79.9	79.9	79.9	79.9
Vi.	96	12½	50	50	50	1 or ½	40	800	NR	NR	30	40	50	60	60	50	60	50	60	NP
Va.	96	12½	35k	50	50	1 or ½	40	650	18	32	36	50	54	56.8	56.8	56.8	56.8	56.8	56.8	NP
Wash.	96	13½	35k	60	60	1½	42	550	18	32	28	36	46	60	68	64	64	72	72	72
W. Va.	96	12½	35sk	50	50	1 or ½	40	NR	18	32	36	50	54	60.8	60.8	60.8	60.8	60.8	60.8	NP
Wis.	96d	12½	35k	50	50	1 or ½	40	800	18-C 12-D	32	36C	48C	54C	66C	68C	68C	68C	68C	68C	NP
Wyo.	96	13½	40	60	60	2	40	NS	18	32	36	50	54	68	73.9	72	73.9	73.9	73.9	73.9

*—See Note above.

Table—There is a table of axle weight based upon tire widths.

8—Vehicles over 35-ft length must have 3 axles.

9—Plus weight on front axle.

10—With power brakes.

11—104 in. for urban uses.

12—102-in. buses permitted subject to certain restrictions.

13—40-ft. 2-axle vehicle permitted on designated highways.

14—40 ft on enumerated highways (major interstate routes). 40-ft semi-trailers permitted subject to certain restrictions.

15—Vehicles registered after March 1, 1950.

16—Except on 3-axle single units.

17—47.5 ft drive on both rear axles.

18—Buses permitted 40 ft in Va.; 42 ft in Del.; 45 ft in Okla.; 48.2 in Ga.

19—Auto transporters allowed 13½ ft (also covered vans in Wash.).

20—Including tolerance.

21—Graduated according to tire width.

22—Mich.—32,000 lbs on one set of tandem axles in combination on designated highways; Miss. 32,000 lbs on designated highways; Ohio—31,500 lbs on axles spaced over 4 ft but less than 8 ft apart.

23—50 ft for auto transporters.

24—39-in. tolerance permitted auto transporter semi-trailers.

25—Buses permitted 40 ft on designated highways.

26—40 ft for auto transporters and moving vans.

27—On designated highways.

28—Three-unit combinations with length up to 65 ft permitted on State Routes 86 and 242.

29—4 consecutive axles of 5-axle combination may not exceed 60,000 lbs.

30—On "Class A" highways.

31—On "Class B" highways.

32—Axles less than 10 ft apart limited to 16,000 lbs per axle.

33—Maximum shown. In practice, permissible gross weight depends on class.

34—Permissible on balloon tires.

35—Other than balloon tires.

36—2-axle buses permitted 23,625 lbs the maximum net weight; 3-axle bus, 31,500 lbs.

NP—Not permitted.

NOTE ON "W" AND ASTERISK

Except when shown by asterisk or when followed by the letter "W," the above gross weight limits are the limits fixed by state law. When shown by asterisk the above limits are computations made by the National Highway Users Conference to show what it considers to be practical gross weights where gross weights are arrived at by application of one of the formulas shown below under Footnote "X." In making these computations, wheel base is arrived at by deducting 8 ft. total over-hang front and rear from permissible overall length of unit or combination; tandem axles are considered to be a minimum permissible distance apart. When actual over-hang is less than 8 ft. additional gross weight will be possible. When followed by the letter "W," the limits shown are maximum possible weights where gross weight is determined by permissible axle weight. These limits are possible only when each axle carries a gross weight equal to the permissible axle limit as shown.

NR—No restriction.

NS—Not specified.

P—Pneumatic tires.

S—Solid tires.

T—With the following exceptions:

1—Full trailers are permitted the same gross weight as other single units; Ala., Conn., Iowa, Ky., Full trailers prohibited.

2—Mass. Trailer and load limited to 3,000 lbs. Tenn.—Trailer and load limited to 2,500 lbs.

3—V—Solid tires prohibited.

4—See Note above.

5—States where gross weight is determined by formula. (See "Bridge Formula" on page 226.)

6—States where gross weight is determined by table of axle spacing. (See "Axle Spacing" Formula on page 226.)

7—See "Restrictions Peculiar to Certain States" on page 226.

AXLE SPACING

Ala.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 64,650 lbs. if axle spacing is 45 ft. or more.

Ariz.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 76,800 lbs. if axle spacing is 56 ft. or more.

Calif.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 76,800 lbs. if axle spacing is 56 feet or more.

Del.—Gross weights graduated from 36,000 lbs. if axle spacing is 4 feet to 60,000 lbs. if axle spacing is 27 feet or more.

D. C.—Gross weights graduated from 36,000 lbs. if axle spacing is 4 feet to 65,400 lbs. if axle spacing is 46 ft. or more.

Fla.—Gross weights graduated from 32,000 lbs. if axle spacing

is 4 feet to 66,450 lbs. if axle spacing is 45 feet.

Iowa.—Gross weights graduated from 32,000 lbs. if axle spacing is 5 ft. to 76,800 lbs. if axle spacing is 36 ft. or more; separate table of axle spacing ranging from 37,800 to 79,000 lbs. for haulers of wood, aggregates, cattle and farm products plus 5% tolerance on wheel and axle loads.

Kan.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 63,890 lbs. if axle spacing is 44 feet.

Mass.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 50,000 lbs. if axle spacing is 27 feet or more.

Mich.—Gross weights graduated from 32,000 lbs. if axle spacing is 31 ft. or more for 4-axle vehicles.

Miss.—Gross weight graduated from 32,000 lbs. if axle spacing is 4 ft. to 60,000 lbs. if axle spacing is 35 ft. or more.

Minn.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 72,500 lbs. if axle spacing is 43 ft. or more.

Miss.—Gross weights graduated from 28,650 lbs. if axle spacing is 4 ft. to 55,650 lbs. if axle spacing is 34 ft. or more; on designated highways from 32,000 lbs. if axle spacing is 4 ft. to 59,000 lbs. if axle spacing is 38 ft. or more.

Mo.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 64,650 lbs. if axle spacing is 45 feet or more.

Mont.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 76,800 lbs. if axle spacing is 57 feet or more.

Neb.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 71,140 lbs. if axle spacing is 50 feet.

Nev.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 76,800 lbs. if axle spacing is 56 ft. or more.

N. H.—Gross weights graduated up to 52,800 for 3-axle combinations and to 68,400 lbs. for 4-axle combinations.

N. M.—Gross weights graduated from 34,320 lbs. if axle spacing is 4 ft. to 86,400 lbs. if axle spacing is 56 feet.

Ohio.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 66,000 lbs. if axle spacing is 38 feet or more.

Ore.—Gross weights graduated from 32,000 lbs. if axle spacing is 6 ft. to 76,000 lbs. if axle spacing is 55 feet or more, provided that no vehicle or combination shall exceed 60,000 lbs. except under permit.

S. C.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 63,350 lbs. if axle spacing is 50 ft. or more.

S. D.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 73,280 lbs. if axle spacing is 45 feet or more.

Tenn.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 61,580 lbs. if axle spacing is 41 ft. or more.

Texas.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 58,420 lbs. if axle spacing is 41 ft.

Utah.—Gross weights graduated

from 33,000 lbs. if axle spacing is 4 feet to 79,990 lbs. if axle spacing is 54 feet or more.

Va.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 56,800 lbs. if axle spacing is 35 ft. or more.

Wash.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 72,000 lbs. if axle spacing is 57 feet or more.

Wise.—Gross weight graduated from 32,000 lbs. for spacing of 4 ft. to 60,000 lbs. for 48 ft. or more on Class A highways (including all tolerances).

W. Va.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 ft. to 72,380 lbs. if axle spacing is 57 feet.

Wyo.—Gross weights graduated from 32,000 lbs. if axle spacing is 4 feet to 73,930 lbs. if axle spacing is 45 feet or more.

BRIDGE FORMULAE

Colo.—300 (L plus 40).

Id.—350 (L plus 40) any unit or combination, provided that gross weight of any vehicle or combination shall not exceed 65,000 lbs.

N. Y.—450 (L plus 40) any unit or combination having 3 or more axles, provided that gross weight shall not exceed 65,000 lbs.

N. D.—750 (L plus 40) any unit or combination.

Ohio—800 (L plus 47½).

PECULIAR RESTRICTIONS

III.—Limits shown are permissible on designated highway; otherwise limited to 16,000 lbs. on any one axle.

Ky.—Limits shown are permissible on designated highways; otherwise limits are: height 11½ ft.; length—truck 25½ ft.; length—semi-trailer combination 30 ft.; gross weight 15,000 lbs.

Miss.—Gross weight limits shown are permissible on designated highway; on other highways, graduated from 28,650 lbs. if axle spacing is 4 ft. to 55,650 lbs. if axle spacing is 38 ft.

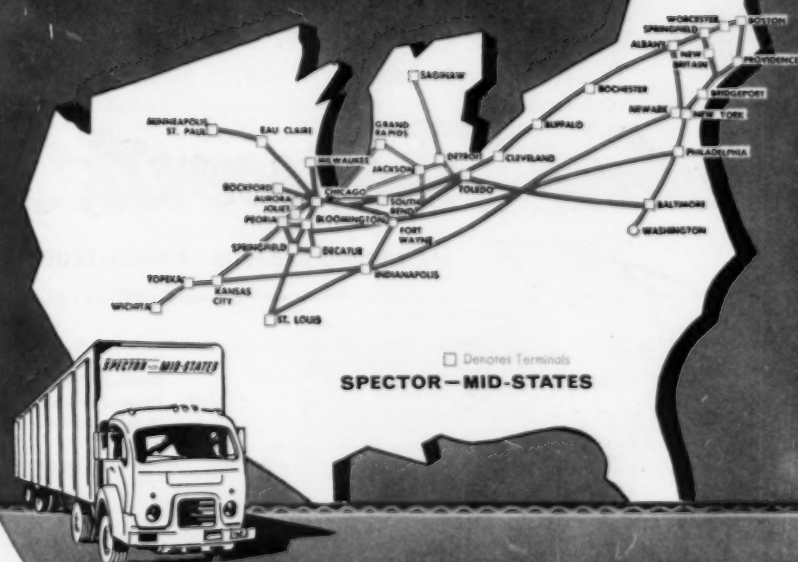
N. C.—Gross weight limit on most secondary highways 16,000 lbs. for two axles and 24,000 lbs. for 3 axles.

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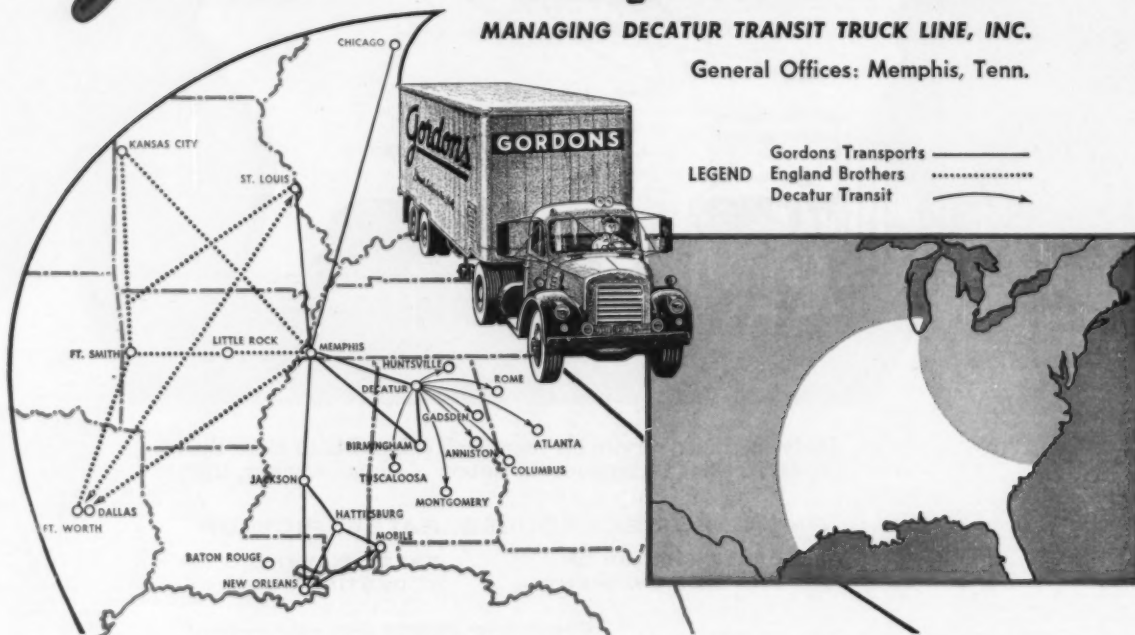
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MUD GUARD REQUIREMENTS

MUD guard provisions are included in the motor vehicle requirements of 27 states. States and their requirements are charted below.

In general, the basic requirement is that rear wheels must be protected at the top and rear by the vehicle's body or by metal protectors, flexible

flaps, or some other protective means which will minimize spray or splash to the rear, and which are at least as wide as the tires they protect.

These general requirements are referred to in the chart as "Basic." Additional requirements are listed in the footnotes. It should be noted

that there are some minor variations even in the basic requirements from state to state.

Under the heading "Vehicles Affected," the word "All" includes trucks, tractors, trailers, semi-trailers, pole trailers and buses.

Revised to August 15, 1959.

State	Vehicles Affected	Requirements	Exemptions	State	Vehicles Affected	Requirements	Exemptions
Alaska...	Trailers and semis manufactured after Jan. 1, 1958	Must be adequate	None	N. H.	All	Basic, as approved	None
Ark.	Trailers and semis over 10,000 lb capacity under Arkansas Commerce Commission jurisdiction	Basic	None	N. J.	All over 3 tons, gross	Basic, as approved	Pole trailers, dump trucks, tanks, and vehicles requiring complete wheel freedom
Cal.	All over 1500 lb net weight	Basic	None	N. Y.	All	Basic. See Note 12.	None
Conn.	All over 3 tons GVW	Basic	Farm Vehicles. Others requiring complete wheel freedom.	Ohio	All over 3-tons GVW	Basic. See Note 4.	None
Ga.	All	Basic. See Note 1.	None	Okla.	All	Basic	Animal-drawn vehicles and farm tractors
Idaho	All	Basic. See Note 6.	None	Ore.	All	Basic. See Note 6.	Truck chassis not equipped for hauling a load. Truck, trailer or semi-trailer equipped with bunks
Ill.	Trucks, trailers, semis	Basic. See Note 2.	See Note 2.	Pa.	All commercial vehicles	Basic. See Note 7.	None
Maine ...	Trucks, trailers, semis	Basic	Trucks under 3-tons registered gross weight, dump trucks, truck-tractors, and farm trucks with stake bodies that extend not less than 6 ft. beyond rear axle.	R. I.	All	Basic	Vehicles requiring complete wheel freedom
Mass.	All	Basic	None	Tenn.	All with carrying capacity of over 3000 lb	Basic, as approved	Farm vehicles. Vehicles used exclusively for hauling hogs
Mich.	Trucks, trailers, semis	Basic. See Note 3.	Truck-tractor traveling between terminals not over 25 mph.	Texas ...	Road-tractors, trucks, truck-tractor with semi-trailer or trailer with 4 or more tires on rear.	Basic. See Note 9.	Pole trailers truck-tractor without semi-trailer.
Minn. ...	Trucks, trailers, semis	Basic. See Note 4.	Pole trailers. Rear and dump trucks	Utah	All commercial vehicles	Basic. See Note 10.	Buses
Miss. ...	All over 10-tons GVW	Basic. See Note 5.	Pole trailers, dump trucks and trucks carrying an "F" license	Vt.	Buses, trucks, trailers, and semi-trailers.	Basic	Farm tractors and pole trailers.
Nebr.	All new vehicles purchased after Jan. 1, 1958	Basic	None	Va.	All with gross weight over 22,500 lb	Basic, as approved	Vehicles used exclusively for hauling hogs
				Wash.	All	Basic	None
				Wisc.	Truck-tractors and inter-city trucks and semi-trailers	Basic. See Note 11.	Vehicles equipped with dump bodies

1. Ground clearance under any loading conditions must not be more than 1/5 of the distance from center of rearmost axle to center of flaps.

2. Illinois requires either flat type or contour splash guards. Flat type shall be installed to within 8 in. of the road (when fully loaded). Contour type may be of flexible or rigid material, ground clearance must be 10 in. (when fully loaded), must parallel tread surface through top rear quarter of tires (or to within 2 in. of body if clearance between body and tires is less than 5 in.), must be as wide as tires and must be mounted within 6 in. of tire (when fully loaded) and have lip or flange on outside edge extending at least 2 in. below flap bottom surface. Exemptions include motor vehicles the construction of which does not require splash guards, in-transit vehicles capable only of using temporary splash guards approved by the Illinois State Highway Police, and pole trailers.

3. Guards must bar water or other road surface substances thrown from the rear wheels at tangents exceeding 22 1/2 deg measured from the road surface. If flap type device is used, it must not have attached any type of lamp, reflective material or reflecting buttons, nor can the device extend beyond the maximum width limit of the vehicle.

4. Ground clearance cannot be more than 1/5 of the horizontal distance from the center of the rearmost axle to the flap under any conditions of loading or operation and must be at least

as wide as the tires. If rear wheels are not covered at the top by fenders, protective means must extend at least to the center of the rearmost axle.

5. Ground clearance cannot be more than 1/5 of the distance from the center of the rearmost axle to the center of the flaps under any conditions of loading. Commissioner of Public Safety may exempt vehicles whose design and construction are such that the purposes of the act cannot be met. If rear wheels are not covered at top, flaps must extend to a point directly above the rearmost axle. Lamps or wiring must not be attached to protectors or flaps.

6. Trucks equipped with a body and buses, bus trailers, semitrailers and trailers must have the rear wheels guarded from a point above and forward of the center of the tire over and to the rear of the wheel to a point not more than 10 in. above the highway surface when the vehicle is empty. Trucks not equipped with bodies must have guards behind the rear wheels downward from a point not lower than halfway between the center of the wheels and the top of the tires on such wheels to a point not more than 10 in. from the highway surface when the vehicle is empty. All other motor vehicles must have guards behind all wheels, from a point above and forward of the center of the tire over and to the rear of the wheel to a point not more than 20 in. above the highway surface.

7. Device must bar water and other road surface substances thrown from the rear wheels at

tangents exceeding 22 1/2 deg measured from the road surface and passing in a straight line to the rear of the vehicle.

8. Ground clearance cannot be greater than 1/5 the horizontal distance from the center of the axle to the flap. Devices must be of a type approved by the Commissioner of Safety, Lamps, wiring or reflectorized material must not be attached to the flaps.

9. Guards or flaps must extend to within 8 in. of the highway surface and must be of approved type.

10. Ground clearance cannot be more than 1/5 of the diameter of the rear axle wheel or not more than 1/5 of the distance from the center of the axle to the flap under any condition of loading. If rear wheels are not covered at the top, the protective means must extend to at least the center line of the rearmost axle.

11. Ground clearance cannot be more than 1/3 of the horizontal distance from the center of the rearmost axle to the flap under any conditions of loading or operation; and must be at least as wide as the tires. If rear wheels are not covered at top by fenders, protective means must extend at least to the center of the rearmost axle.

12. Must be substantial and reasonably flexible. Ground clearance may not exceed 1/3 of horizontal distance from flap to point of contact of wheel with ground.

SAFETY EQUIPMENT

. . . Required and permitted on trucks, truck-tractors, trailers and buses as specified in ICC safety rules and regulations, state motor vehicle laws and official rulings . . . Compiled by National Highway Users Conference

EXPLANATION OF ICC REFERENCES

‡—The I.C.C. Motor Carrier Safety Regulations apply to "Automotive Safety Equipment" on vehicles operated by common and contract carriers ("for hire" carriers) of persons or property and by private carriers of property, when operated regularly in interstate or foreign commerce except when operated wholly within a municipality, between contiguous municipalities, or within a zone adjacent to and commercially a part of any such municipality or municipalities. When vehicles of common, contract or private carriers are transporting explosives or other dangerous articles the last-mentioned exception does not apply.

†—Requires "a device or other means of preventing or removing ice or frost" from windshield.

*—I.C.C. neither approves nor disapproves any individual required item. Its Motor Carrier Safety Regulations, however, set forth certain constructional details of performance standards to which certain items must conform. Reference should be made to the Motor Carrier Safety Rules for complete details.

COLOR AND REQUIREMENT SYMBOLS

A—Amber
G—Green
R—Red
Ye—Yellow
W—White

NP—Not Permitted
NR—Not Required
NS—Not Specified
NSM—Not Specifically Mentioned

N—No
Y—Yes
/—when used between two letters or numbers means "or,"
Example—2/4 means "2 or 4."

GENERAL FOOTNOTES

- a—Prohibits red light visible from in front of vehicle.
- b—Prohibits red or green light visible from in front of vehicle.
- c—Tail lamp or separate lamp shall illuminate rear license plate with white light.
- d—Must be located and constructed so as to illuminate rear license plate with white light.
- e—May be incorporated in tail lamp.
- f—Semaphores required on school buses.
- g—One or both may be incorporated in tail lamp or lamps.
- h—Number plate must be illuminated with white light.
- i—Reciprocity on commercial vehicle lighting equipment exists between New York and a majority of the states.
- j—Also two yellow or amber reflectors on front of vehicle.
- k—One may be part of tail lamp.
- l—Permitted on commercial vehicles over 80 in. wide.
- m—Reflectors may be substituted.
- n—Reflectors may be used when vehicle has acetylene lamps.
- o—Two required on new vehicles first registered after Jan. 1, 1958.
- p—White, green or amber. Where green originally used, may be continued till replacements are necessary.
- q—Signal lamps are specified. In Wisconsin, new vehicles after Jan. 1, 1958.
- r—Yellow or orange flags required.
- s—On vehicles over 45 feet long, rear clearance and marker lamps shall be in combination.
- t—One green marker lamp every 10 feet on combinations over 33 feet long.

- u—New vehicles shall have double wipers.
- v—2 on new vehicles other than truck tractors. No exception for truck tractors in Pennsylvania.
- w—New vehicles.
- x—Or rear clearance lights required by I.C.C.
- y—Trailer and semi-trailer shall have one lamp on front visible from both sides.
- z—Clearance and marker lamps may be in combination.
- aa—Every vehicle 72 in., or more wide must have 2 amber or clear front, and 2 amber, clear or red rear reflectors. Clearance lamps may be substituted. Reflectors must be approved. Clearance lamps need not be approved.
- bb—Plus two auxiliary passing lamps.
- cc—On explosive carriers.
- dd—On interstate buses—green lights adjacent to destination sign or near upper corners;
On intrastate buses—purple lights in same locations.
- ee—Double wipers required on all school buses.
- ff—Two yellow stop lamps required on all buses.
- gg—If originally equipped with two, both must be operative.
- hh—Two reflectors also required on front—reflectorized material extending breadth of vehicle may be substituted.
- ii—Clearance and marker lamps may be in combination. When in combination there must be one such lamp on each side, midway of vehicle.
- kk—Permits tinted other than red.
- xx—Fog lamps are included within the term "Auxiliary Driving Lamps" and are treated accordingly.
- zz—Plus 1 auxiliary passing lamp.

Data Revised to August 15, 1959

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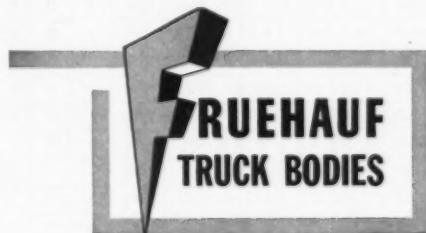
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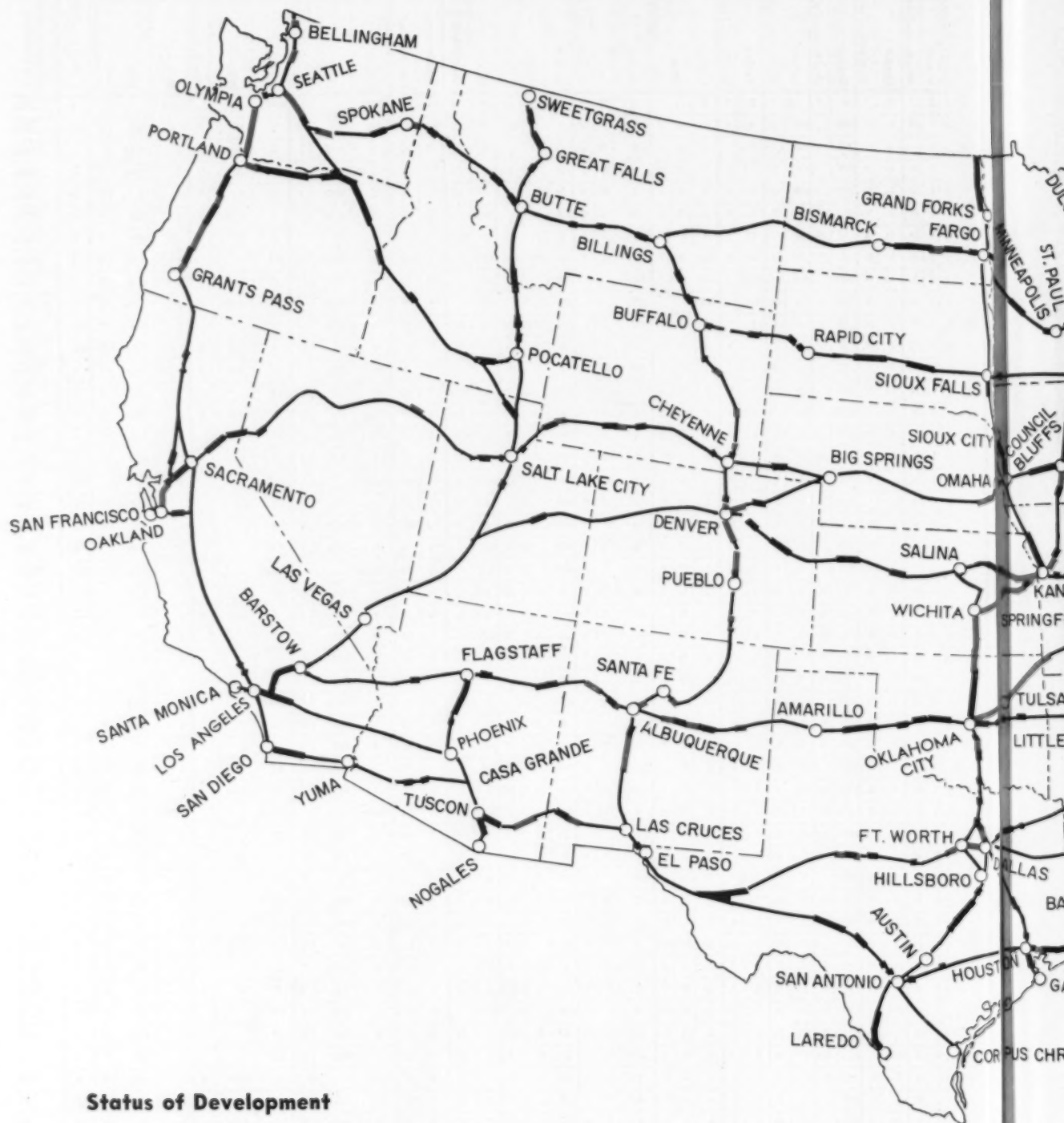
SAFETY EQUIPMENT

		SAFETY EQUIPMENT																																		
		TO BE MOUNTED ON VEHICLES																																		
Jurisdictional Control Over Equipment	HEAD LAMPS			TAIL LAMPS			STOP LAMPS			REAR REFLECTORS			CLEARANCE LAMPS			SIDEMARKER LAMPS			IDENTIFICATION LAMPS			DIRECTION SIGNALS			SIDE REFLECTORS											
	Number	Color	Must Be Approved	Number	Color	Must Be Approved	Number	Color	Must Be Approved	Number	Color	Must Be Approved	Number	Color		Number	Color		Number (Sets)	Front	Rear	Must Be Approved	Number	Color		Number	Front	Rear	Must Be Approved	Number	Color		Number	Front	Rear	Must Be Approved
														Front	Rear		Front	Rear						Front	Rear											
I.C.C.	2	NS	*	2	R	*	2/1	R/ye	*	2	R	*	2/4z	A	R	*	4z	A	R	*	NR				NR				2/4	A	R	*				
Ala.	2	W/A	Y	1d	R	Y	1	R/ye	Y	2	R	N	4	W	R	N	NR				NR				NS	NS	R	Y	2	NS	R	N				
Alaska	2	a		2	R		2	R/A		2	R		2/4	A	R		4	A	R		NR				4	W/A	A/R		2/4	A	R					
Ariz.	2	W/A	Y	1c	R	Y	1	R/ye	Y	2	R	Y	4	A	R	Y	4	A	R	Y	NR				4	A	R	Y	2	A	R	Y				
Ark.	2	NSb	Y	2	R	Y	1	R/A/Ye	Y	2	R	Y	2	A	R	Y	4m	A	R	Y	3	A	R	Y	4q	Y/A	R/A/Ye	Y	4	A	R	Y				
Calif.	2	W/A	Y	2c	R	Y	1eo	A/R	Y	1/2k	R	Y	4	A	A/R	Y	NR				NR				4	A/W	A/R	Y	NR							
Colo.	2	W/A	Y	1co	R	Y	1eo	R	Y	2o	R	Y	4	A	R	Y	4	A	R	Y	NR	A	R		4q	W/A	R/A	Y	4	A	R	Y				
Conn.	2	W/A/Ye	Y	1c	R	Y	1f	R/R	Y	1/2k	A/RW	Y	4aa	A/W	A/RW	Y	NR			2	dd	NR	N	4	Ye/A	Ye/A/Bw	Y	4	A/W	W/R/A	Y					
Del.	2	NSa	N	1cv	R	N	1	R/A	N	2wa	R	N	2/4z	A	R	N	4z	A	R	N	NR				NS	W/A	R/A	N	4	A	R	N				
D. of C.	2	NSa	Y	1cv	R	Y	1e	R/ye	Y	2	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				4	W/A	R/A	Y	4	A	R	Y				
Fla.	2	NSa	N	1c	R	N	1e	R/ye	Y	2	R	N	2/4z	A	R	N	4z	A	R	N	NR				NS		R/Ye	Y	4	A	R	N				
Ga.	2	NS	N	1c	R	N	1	A/R	N	2e	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				NS	NS	R	4	A	R	N					
Idaho	2	NSa	Y	1cv	R	Y	1e	A/R	Y	2g	R	Y	2/4z	A	R	Y	2/4z	A	R	Y	NR	A	R		NS	W/A	R/A	Y	4	A	R	Y				
Ill.	2	Ye/AW	Y	1	R	Y	1	Ye/R	Y	2j	R	Y	2n	Ye/A		Y	NS	NS	NS	N	3xn		R	N	NS	W/A	R/A	Y	4	A	A/R	Y				
Ind.	2	NSa	N	1cv	R	N	1f	R/A	N	2	R	N	2/4z	A	R	N	4z	A	R	N	NR				NSf	W/A	R/A	N	4	A	R	N				
Iowa	2	Wkk	Y	1c	R	Y	1	Ye/R	Y	2k	R	Y	2/4	Ye/W/A	R	Y	4	Ye/AW	R	Y	3	Ye/AW	R	Y	4	W/Lt	R/Lt	Y	2/4	p	R	Y				
Kan.	2	W	Y	2	R	Y	1	R/A/Ye	Y	2e	R	Y	2	A	R	Y	4m	A	R	Y	3	A	R	Y	NR	Ye	Ye/R	Y	4	A	R	N				
Ky.	2	Wkk	N	1n	R	N	1	Ye/R	N	1e			2	G/W	R	N	NR				NR				NS	NS	Ye/R	N	NR							
La.	2	NSb	Y	1d	R	Y	1	R	Y	NR			2	A	R	Y	4	A	NS	Y	NR				4	A	R	Y	NR							
Me.	2	W	Y	1c	R	Y	1	R/A	Y	1e	R	Y	2/3m	A/GW	R	Y	NR				NR				NS			Y	NR							
Md.	2	Wkk	Y	1c	R	Y	1	A/R	Y	1e	R	Y	4m	A	R	Y	4mz	A	R	Y	NR				4	A	A/R	Y	NR							
Mass.	2	Ye/AW	Y	1	R	Y	NR			1	R	N	2	G	R	N	NR				NR				NR			Y	NR							
Mich.	2	W	N	1c	R	N	1	A/R	N	2	R	N	2/4z	A	R	N	4z	A	R	N	NR				4	NS	R/A	N	2/4	A	R	N				
Minn.	2	W	Y	2	R	Y	2	R/ye	Y	2e	R	Y	4ll	A/W	R	Y	4ll	A/W	R	Y	NR				4	Ye	Ye/R	Y	NR							
Miss.	2	W	Y	1c	R	Y	1	A/R	Y	2	R	Y	4	A	R	Y	4	A	R	Y	NR				4	A	A/R	Y	4	G	R	Y				
Mo.	2	W	Y	1c	R	Y	1	NS	Y	2/4	R	Y	2/4	A	R	Y	2/4	A	R	N	NR				NS	NS	R	Y	2	A	R	N				
Mont.	2	W	N	1cv	R	N	1	R/A	N	2p	R	N	2/4z	A	R	N	4z	A	R	N	NR				4q	W/A	R/A	N	4	A	R	N				
Nebr.	2	NSb	Y	1	R	Y	1	R	Y	1	R	N	2m	A/G	R	Y	NR				NR				NS	NS	R	Y	NR							
Nev.	2	Wkk	N	1	R	N	1ef	Ye/RA	Y	2	R	N	2/4	A	R	N	2/4	A	R	N	NR				NR			2	A	R	N					
N. H.	2	NSa	Y	1d	R	Y	1	NS	Y	2	R	Y	4a	A	R	Y	2a	A	R	Y	NR				NS	NS	NS	Y	4	A	R	Y				
N. J.	2	Ye/AW	Y	2c	R	Y	2	R	Y	1/2k	R	Y	NR				NR				NR				4	Ye/A	Ye/A	Y	NR							
N. M.	2	NSa	Y	2c	R	Y	1e	Ye/R/A	Y	2	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				4	A	R/A/Ye	Y	4	A	R	Y				
N. Y.	2	Ye/W	Y	2h	R	Y	2	R	Y	2	R	Y	4z	A	R	Y	4/6z	A	R	Y	3	A	R	Y	4	W/A	R	Y	4	A	R	Y				
N. C.	2	NSb	Y	1d	R	Y	1	A/R	Y	2	R	Y	2/4	A	R	Y	4	A	R	Y	NR				4	NS	R/A/Ye	Y	4	A	R	Y				
N. D.	2	NSb	Y	1	R	Y	1	R	Y	NR			2	A	R	Y	NR				NR				NS	NS	R	Y	NR							
Ohio	2	W	Y	1c	R	N	1	Ye/R	Y	2	R	N	4	A	R	N	4	A	R	N	NR				NS			Y	4	A	R	N				
Okl.	2	W	Y	1cv	R	Y	1e	R/AYe	Y	2e	R	Y	4	A	R	Y	4	A	R	Y	NR				NS	Ye/A	A/R/Ye	Y	4	A	R	Y				
Ore.	2	NSb	Y	1c	R	Y	1	Ye/R	Y	2k	R	Y	2/4z	A	R	Y	2/4z	A	R	Y	NR				2/4	A	R	Y	2/4	A	R	Y				
Penna.	2	NSa	Y	1cv	R	Y	1v	Ye/R	Y	2	R	Y	2m	A	R	N	4m	A	R	N	3	A	R	N	2/4	Ye/A	Ye/R	Y	4	A	R	Y				
R. I.	2	A/W	Y	1c	R	Y	1	Ye/R	Y	2	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				4	Ye/A	Ye/A	Y	4	A	R	Y				
S. C.	2	W	N	1c	R	N	1	Ye/R	Y	1e	R	N	2/4z	A	R	N	4z	A	R	N	NR	A	R		4	A	Ye/R	Y	2/4	A	R	Y				
S. D.	2	NSa	Y	1c	R	Y	1	Ye/R	Y	1e	R	Y	4	A	R	Y	NR				3	A	R	Y	4	A	Ye/R	Y	NR							
Tenn.	2	NSa	Y	1	R	Y	1	A/R	Y	2	R	N	4	A	R	Y	4	A	R	Y	NR				NS	NS	NS	Y	4	A	R	Y				
Tex.	2	W	Y	1d	R	Y	1	Ye/R	Y	2	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				4	A	R/A/Ye	Y	2/4	A	R	Y				
Utah	2	NSa	Y	1cv	R	Y	1e	R/A	Y	2g	R	Y	2/4z	A	R	N	4z	A	R	N	NR				4q	W/A	R/A	Y	4	A	R	Y				
Vt.	2	W/A	Y	1d	R	Y	NR			NR			1	G	R	Y	NR				NR				NR			Y	NR							
Va.	2	W	Y	1c	R	Y	1	R	Y	NR			4	A	R	Y	NR				NR				4	A	A/R	Y	NR							
Wash.	2	NSa	Y	2c	R	Y	1e	R/A	Y	2e	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				4	W/A	R/A	Y	4	A	R	Y				
W. Va.	2	NSa	Y	1c	R	Y	1e	R/Ye	Y	2g	R	Y	4z	A	R	Y	2/4z	A	R	N	NR				NS		R/A/Ye	Y	4	A	R	Y				
Wis.	2	W	N	1cgg	A/R	N	1cgg	A/R	N	2ehh	R	N	4	A	R	N	NR	A	R	N	NR				4q	W/A	R/A	N	4	A	R	N				
Wyo.	2	NSa	Y	1cv	R	Y	1	R/A	Y	2e	R	Y	2/4z	A	R	Y	4z	A	R	Y	NR				NS	W/A	R/A	Y	4	A	R	Y				

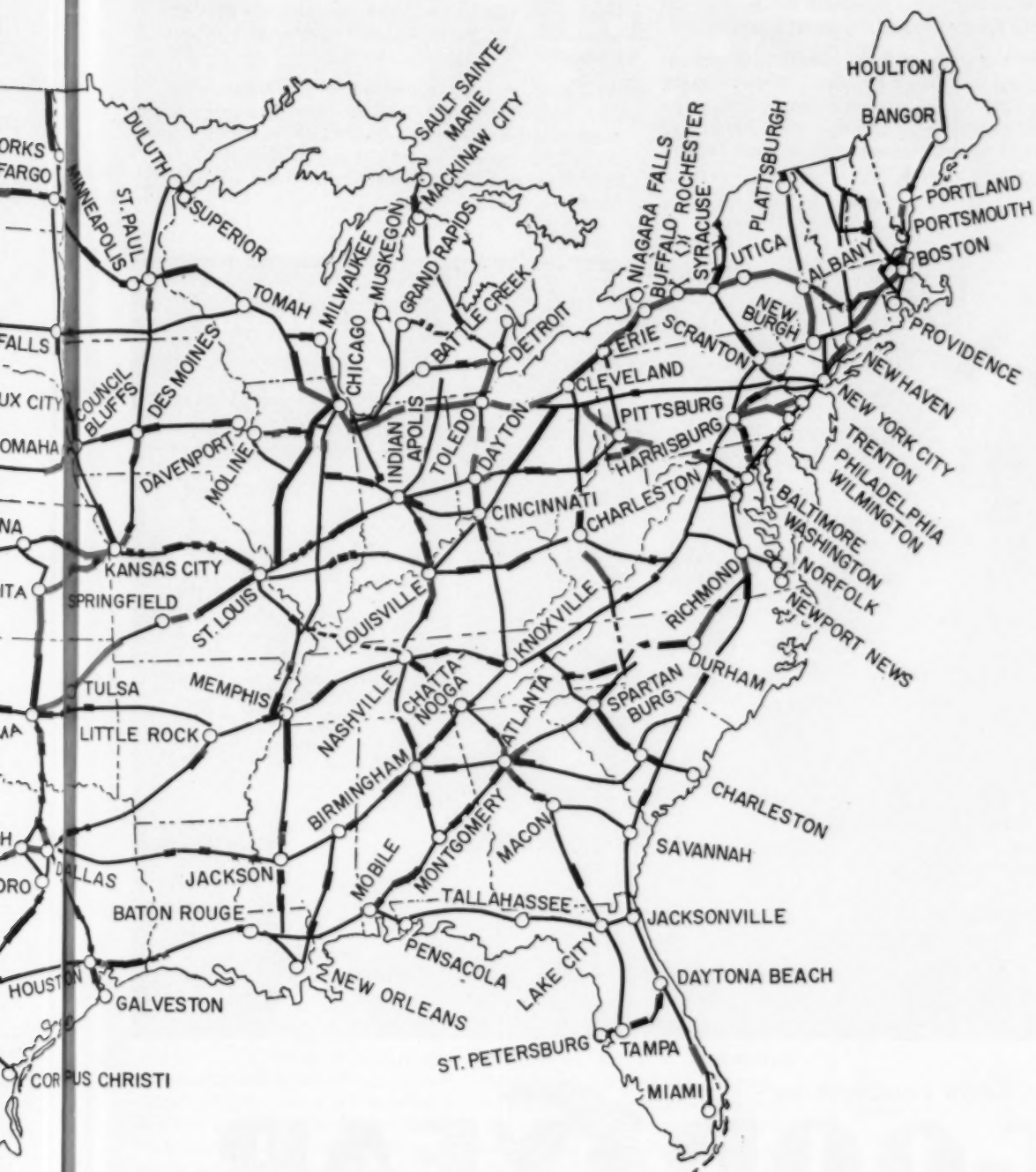
PERMITTED

OCTOBER 1959

National System of Interstate



Interstate and Defense Highways



For a Statistical Report, Please Turn to Page 72

Here are all-rubber truck dock fenders

—to absorb mounting maintenance costs in the shipping department

Here's your chance to "do something" about constantly splintered loading platforms and the high costs of their too-frequent repairs. It's easy with new M-4 all-rubber Fenders — especially designed to cut maintenance figures in two important ways.

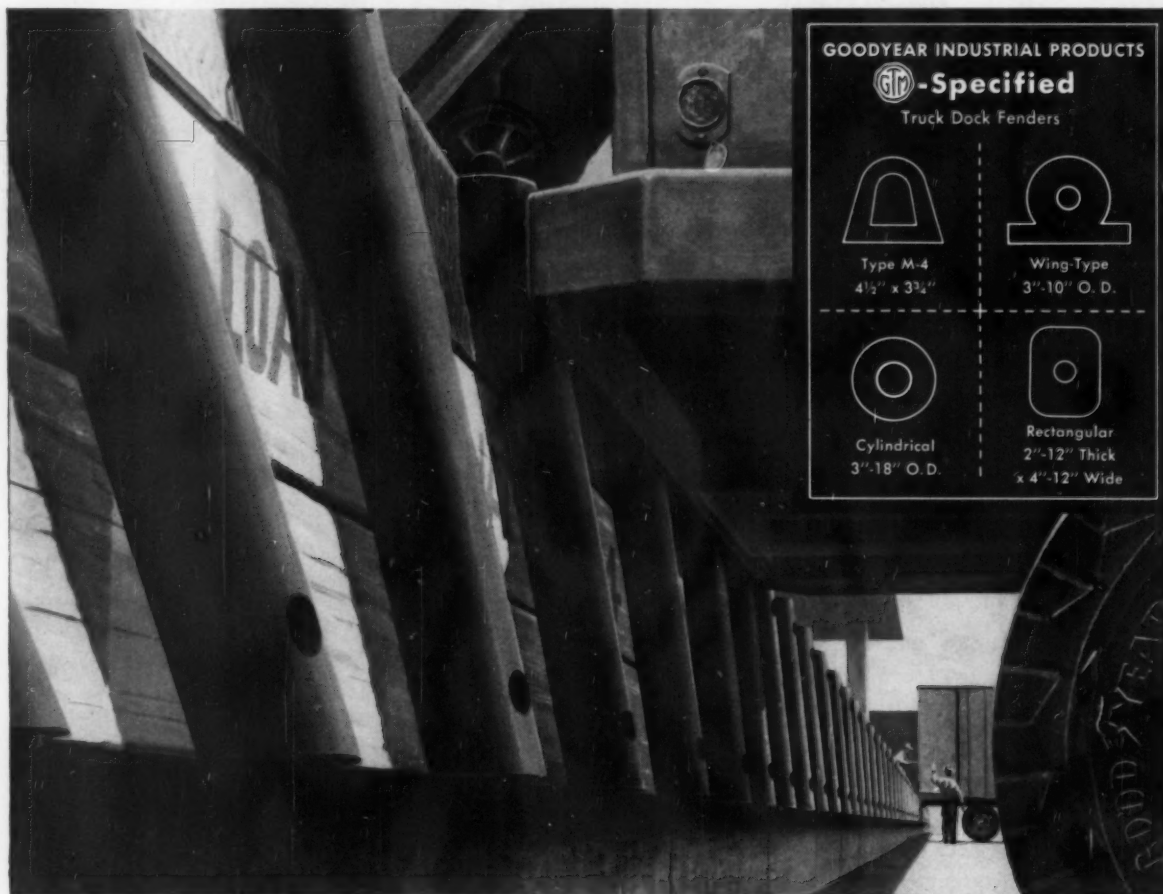
In the first place, the G.T.M.—Goodyear Technical Man—and his associates developed M-4's to make loading-dock faces virtually maintenance free. Even playing backstop to 30-ton trailer-trucks—day in, day out—can do no harm to these highly resilient fenders or the docks they protect.

Second, their new design makes for easy, low-cost


installation whether the dock's faced with wood, concrete or steel. And when the job is finished, all hardware is completely concealed and protected.

Remember, too — an M-4 installation is a *permanent* installation. For they're made of the same cut-, abrasion- and weather-resistant compounds as fenders used in docking giant ocean liners. Some of them have served 25 years without maintenance of any kind.





Why, then, should you continue to pay high loading dock maintenance costs? To cut them to a new low, check on *All-Rubber* M-4 Dock Fenders by contacting the G.T.M. through your Goodyear Distributor — or by writing Goodyear, Industrial Products Division, Akron 16, Ohio.



GOODYEAR INDUSTRIAL PRODUCTS

 **-Specified**

Truck Dock Fenders

 Type M-4 4½" x 3½"	 Wing-Type 3"-10" O. D.
 Cylindrical 3"-18" O. D.	 Rectangular 2"-12" Thick x 4"-12" Wide

TRUCK DOCK FENDERS BY

GOOD YEAR

THE GREATEST NAME IN RUBBER

Circle No. 18 on Card, Facing Page 147, for more information



24 HOUR SERVICE...7 DAYS A WEEK...HOLIDAYS TOO!

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IN HOURS
...AND
COSTS
YOU LESS!**



Your packages go anywhere Greyhound goes...and Greyhound goes over a million miles a day! That means faster, more direct service to more areas, including many, many places not reached by other forms of public transportation.

What's more, Greyhound Package Express offers this service seven days a week...twenty-four hours a day...with

no delays by week-ends and holidays! Packages get the same care and consideration as Greyhound passengers...riding on dependable Greyhound buses on their regular runs. And you can send C.O.D., Collect, Prepaid—or open a Charge Account.

Call your nearest Greyhound bus station or write to Greyhound, Dept. E10, 5600 Jarvis Ave., Chicago 48, Ill.

MAIL COUPON TODAY!

The Greyhound Corporation, Dept. E10
5600 Jarvis Ave., Chicago 48, Illinois

Please send me complete information
on how Greyhound Package Express can
help solve my shipping problems.

Name

Title

Firm Name

Address

Telephone No.

The Interstate Highway System Today— A Progress Report

For your interest, DA presents the present status of the Interstate System illustrated in chart form. By December 31, 1958, improvements fully or substantially meeting the adopted standards and at least adequate for 1958 traffic had been completed on 4831 miles of the System by all agencies, toll or otherwise. This represents 12 per cent of the total mileage figures. Both the map showing the federal highway program, Pages 69-70, and the tables presented here are from a recent report by the secretary of commerce.

Summary Status of Interstate System Improvement by All Agencies
and Funds as of December 31, 1958¹

Status	Rural mileage	Urban mileage	Total mileage	Per Cent
Construction completed or underway: Fully or partially meeting stan- dards and at least adequate for 1958 traffic:				
Open to traffic.....	3,659.8	1,041.0	4,701.4	11.6
Not open to traffic.....	81.5	46.6	130.1	.3
Sub-total.....	3,741.3	1,088.2	4,831.5	11.9
Some improvement completed but need- ing further major improvement.....	2,450.0	215.0	2,665.0	6.6
Under construction.....	3,432.7	534.3	3,967.0	9.8
Total construction.....	9,624.0	1,837.5	11,461.5	28.1
Right-of-way, surveys, designs completed or underway:				
Right-of-way available, surveys, de- signs completed.....	270.9	70.9	341.8	.8
Right-of-way available, surveys, de- signs uncompleted.....	225.9	72.0	297.9	.7
Surveys, designs completed, right-of- way not available.....	988.3	85.5	1,073.8	2.6
Surveys, designs and/or right-of-way acquisition underway.....	13,342.3	1,787.5	15,129.8	37.2
Total surveys, designs, right-of- way completed or underway.....	14,827.4	2,015.9	16,843.3	41.3
Total work completed or underway.....	24,451.4	3,853.4	28,304.8	69.6
No work started.....	11,463.0	905.0	12,368.0	30.4
Grand total of system mileage ²	35,916.4	4,758.4	40,674.8	100.0

² 325.2 miles within the 41,000-mile limitation are not assigned to routes and are reserved for adjustments of route lengths as final locations are selected and projects built.

Location of Interstate Routes¹

Location	Rural		Urban		Total	
	Miles	Per Cent	Miles	Per Cent	Miles	Per Cent
On new location.....	24,382	72	3,299	72	27,681	72
Along existing highways.....	7,801	23	696	15	8,497	22
Toll facilities.....	1,752	5	390	9	2,142	6
Completed or authorized ²	46	(3)	182	4	228	(3)
Total.....	33,981	100	4,567	100	38,548	100

¹ Mileage as of July 1, 1956, studied for the cost estimate required by sec. 108(a), Federal-Aid Highway Act of 1956.

² Mileage completed, under construction, or authorized, meeting Interstate standards.

³ Less than 1 per cent.

Lane-Miles of Federal-Aid Construction Completed
1956 - 1958

	Fiscal year		
	1956	1957	1958
Miles of 2-lane roads.....	21,128	20,968	20,862
Miles of 4 lanes or more.....	1,547	1,876	2,275
Ratio of multilane to 2-lane mileage (per cent)	7	9	11
Total lane-miles ¹	48,677	49,715	51,018

¹ Mileage of more than 6 lanes converted to lane-mile equivalent on the basis of 6 lanes.



Million mile pilot!

MEET Bernie Cope. This ace CXI driver has nearly *two million* miles of, "on time" driving to his credit. In this span he has never been involved in an accident . . .

not even a claim. A perfect record! But this is not an isolated case. Bernie Cope is just one of CXI's ever-growing roster of million mile pilots. They are all conscientious men with trucking in their blood.

Put this kind of dependability to work for *you*! Choose Chicago Express, one of America's fastest growing Class I carriers, serving the East and the Midwest.



CHICAGO EXPRESS Inc.

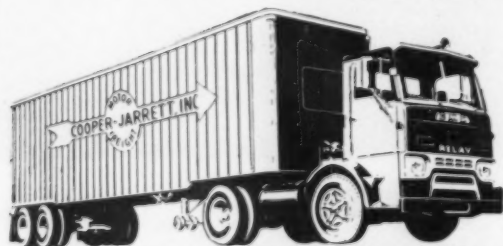
72 Fifth Avenue, New York 11, N. Y.

TERMINALS • Akron • Baltimore • Boston • Bound Brook • Buffalo • Chicago • Cincinnati • Cleveland • Elkhart • Fort Wayne • Hartford • Hoboken • Indianapolis • Kansas City • New York • Philadelphia • Providence • St. Louis • St. Paul • Schenectady • Syracuse • Toledo • Trenton

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You . . . the Traffic Man . . . want your information quick . . . complete . . . and correct. You ask for a system that will give you the service you need . . . when you need it . . . right now!



Cooper-Jarrett . . . *the Traffic Man's line . . . with the most modern teletype-IBM system brings you that service . . . right now!

All the information you need concerning shipments . . . schedules . . . availability of equipment . . . or anything else you want to know.

quick . . . complete . . . correct
Call Cooper-Jarrett . . . the Traffic Man's line.



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2113 W. 73rd St.
WAlbrook 5-9770

JERSEY CITY 4, N. J.
100 Water St.
DElaware 3-0400

CLEVELAND 9, OHIO
3926 Valley Road
SHadyside 9-5111

TRENTON 8, N. J.
1617 Princeton Ave.
EXport 6-9231

PHILADELPHIA 40, PA.
4355 Rising Sun Ave.
GLadstone 7-2000

KANSAS CITY 20, MO.
4910 Gardner St.
HUMboldt 3-6661

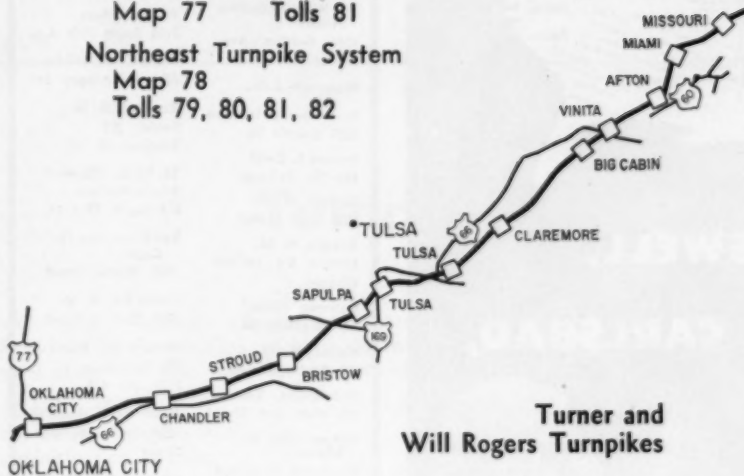
FULL COVERAGE ON CONNECTICUT WALLINGFORD, CONN. • Ives Road • COlony 9-1451

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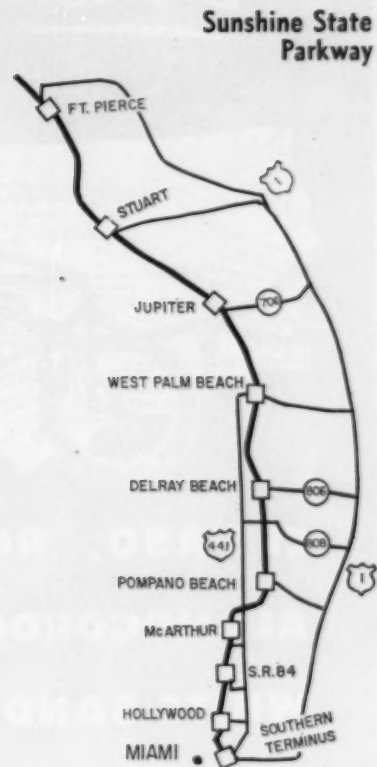
DA Turnpike Guide

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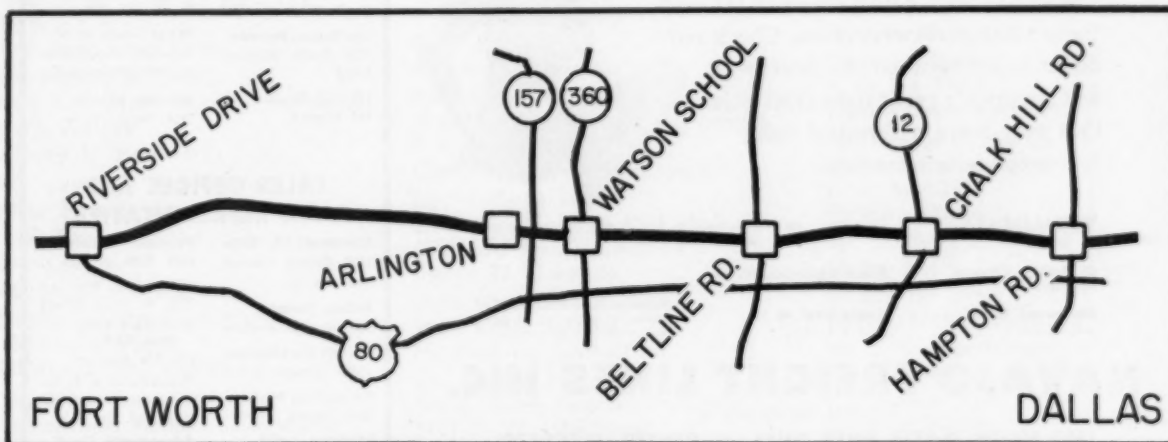
- Sunshine State Parkway
Map 75 Tolls 82
- Turner & Rogers Turnpikes
Map 75 Tolls 81
- Dallas-Fort Worth Turnpike
Map 75 Tolls 80
- Kansas Turnpike
Map 77 Tolls 82
- Denver-Boulder Turnpike
Map 77 Tolls 81
- Northeast Turnpike System
Map 78
Tolls 79, 80, 81, 82



Turner and
Will Rogers Turnpikes



Sunshine State
Parkway

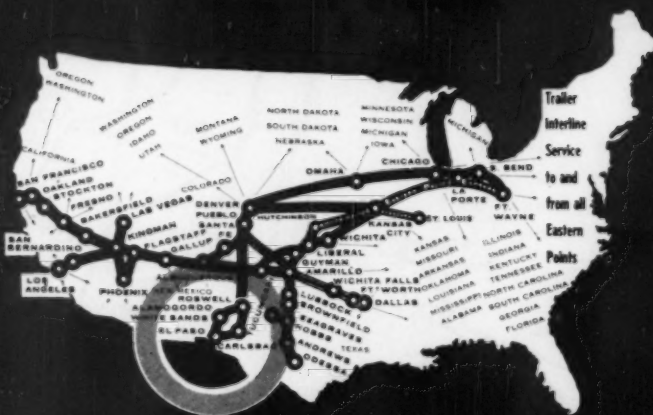


DALLAS-FORT WORTH TURNPIKE



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N. W.

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Amarillo, Texas
207 N. W. Fifth Ave.

Andrews, Texas
104 North East 2nd
Street

Bakersfield, Calif.
600 Williams St.

Carlsbad, N. M.
105 E. Fiesta Drive

Chicago, Ill.
2400 So. Wood Street
Denver 23, Colo.
1205 So. Platte River
Drive

El Paso, Texas
151 North Lee Street

Ft. Worth - Dallas, Texas
3011 Gulden Ave.,
Dallas

Flagstaff, Ariz.

Fort Wayne, Indiana
1507 Dubois St.

Fresno 1, Calif.
330 So. Tallman

Gallup, N. M.
2000 East Aztec

Grants, N. M.
Airport Rd. (Milan
Village)

Guyman, Okla.
W. Highway 54

Hobbs, N. M.
700 South Grimes

Hutchinson, Kan.
710 West 2nd Street

Kansas City 5, Missouri
521 Santa Fe Street

Brooks-Navajo
615 East 17th St.

Kingman, Ariz.
Navajo Street &
U. S. Highway #66

Las Vegas, Nevada
1888 South Mojave
Road

Liberal, Kansas
587 Airport

Los Angeles
8001 Telegraph Rd.
Rivera, California

Lubbock, Texas
1315 Date

Monteca, Calif.
(Stockton)

Highway 120 &
Durham Ferry Rd.

Marshall, Missouri
Brooks-Navajo

Michigan City, Ind.
R.R. #3,
(Serving LaPorte)

Oakland 7, Calif.
855 Ferry Street

Odessa, Texas
6307 Andrews High-
way

Omaha 2, Nebraska
4511 So. 67th Street

Phoenix, Ariz.
2100 South 15th Ave.

Pueblo, Colorado
1000 N. Albany St.

Roswell, N. M.
Route, #1

Ruidoso, N. M.

St. Louis, Missouri
Brooks-Navajo

514 South 23rd St.

San Francisco 10, Calif.
1445 Illinois Street

Santa Fe, N. M.
1002 Cerillos Road

Seagraves, Texas
9th & Hudson
P.O. Box 877

South Bend, Indiana
1020 South Webster
Street

Stockton, Calif.
821 No. Eldorado St.

Tucson, Ariz.
541 W. Railroad Ave.
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and/or Alamogordo

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Detroit 21, Michigan
18450 Livernols

Kalamazoo, Mich.
3010 Sonora Street

Stockton, Calif.
821 No. Eldorado St.

Kenosha, Wisconsin
6307 Fifth Avenue

Milwaukee, Wis.
2325 W. Wells Street

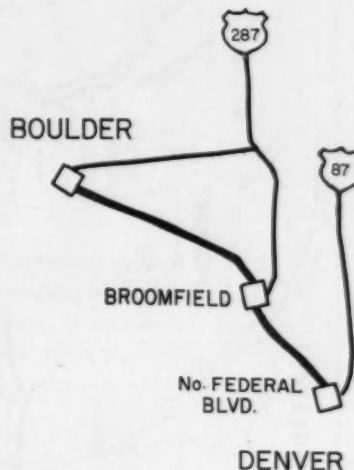
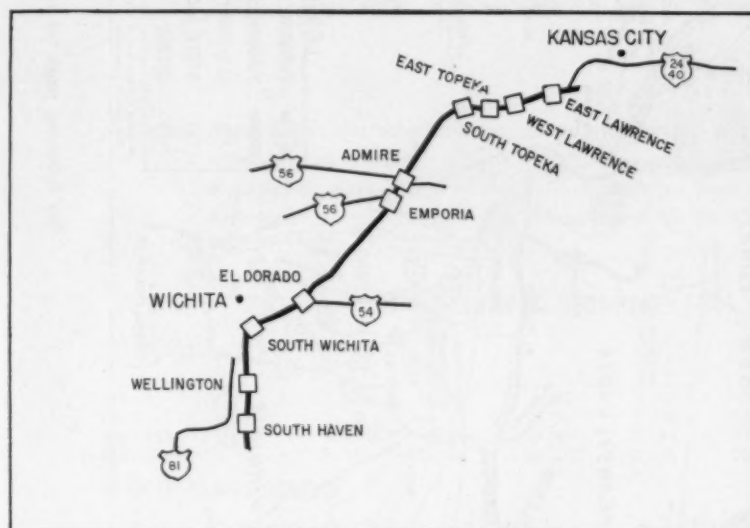
New York City, New York
590 8th Avenue

Washington 6, D. C.
Suite 704 TWA Bldg.

1026 17th St., N.W.
Sacramento, Calif.
2015 J Street

Turnpike Guide . . .

Kansas Turnpike



Denver-Boulder
Turnpike

Turnpike Headquarters

While space has not allowed complete coverage of all special facilities offered by U. S. turnpikes, such as discount rates, you may obtain complete information on the turnpikes by writing to the addresses listed below.

Mr. Henry E. Rose
New Jersey Turnpike Authority
Administration Building
New Brunswick, New Jersey

Mr. Milton Levy
Garden State Parkway
New Jersey Highway Authority
12 Broad Street
Red Bank, New Jersey

Mr. Harvey W. Travis
New York State Thruway Authority
P. O. Box 189
Albany 1, New York

Mr. James D. Hartshorne
Ohio Turnpike Commission
8080 Prospect Road
Berea, Ohio

Mr. W. D. Hoback
Oklahoma Turnpike Authority
400 North Walnut
Oklahoma City, Oklahoma

Mr. Robert E. Hetherington
Pennsylvania Turnpike Commission
P. O. Box 531
Harrisburg, Pennsylvania

Mr. J. G. Allen
Texas Turnpike Authority
1535 Watson Road
P. O. Box 126
Arlington, Texas

Mr. John Pershing
Richmond-Petersburg
Turnpike Authority
P. O. Box 1-R
Richmond 2, Virginia

Mr. W. Earnest Stahl
West Virginia Turnpike Commission
P. O. Box 1469
Charleston 25, West Virginia

Mr. Wallis M. Reef
Colorado Department of Highways
4201 East Arkansas Avenue
Denver 22, Colorado

State Highway Department
State Office Building
Hartford 15, Connecticut

Mr. Allan E. Hinton
Florida State Turnpike Authority
5101 N. W. 10th Street
P. O. Box 8008
Fort Lauderdale, Florida

Mr. Patrick J. Coffey
Illinois State Toll
Highway Commission
22nd Street and Midwest Road
Hinsdale, Illinois

Mr. Farwell Rhodes, Jr.
Indiana Toll Road Commission
309 West Washington Street
Indianapolis, Indiana

Kansas Turnpike Authority
Box 3002 Southeast Station
Wichita 18, Kansas

Kentucky Turnpike
P. O. Box 374
Elizabethtown, Kentucky

Mr. Horace P. Herrick
Maine Turnpike Authority
P. O. Box 839
Portland, Maine

Mr. Lawrence E. Ryan
Massachusetts Turnpike Authority
80 Boylston Street
Boston, Massachusetts

Mr. J. Stanton Hilliard
Department of Public Works and
Highways
Turnpike Division
P. O. Box 194
Hooksett, New Hampshire

DA Truck Toll Tables

These toll tables show information gathered from official fare schedules, but represent just a sampling to give some indication of rates on different roads. A complete book of toll information is available from the Dept. of Research, American Trucking Assns., Inc., Washington 6. D. C. Book price is \$1.00

PENNSYLVANIA TURNPIKE (444 miles)

INTERCHANGE	CLASS OF VEHICLE							
	2	3	4	5	6	7	8	9
Irwin	1.50	1.90	2.30	3.50	4.50	6.75	9.00	67.50
Fort Littleton	3.70	4.85	6.00	9.00	11.85	17.80	23.70	177.75
Norristown	6.45	8.65	10.60	15.95	21.05	31.60	42.10	315.75
Scranton	8.65	11.65	14.20	21.35	28.25	42.40	56.50	423.75

VEHICLE CLASSIFICATION

- 2 - Motor vehicles or combinations Gross Weight 7,001 - 15,000 inclusive.
- 3 - Motor vehicles or combinations Gross Weight 15,001 - 19,000 inclusive.
- 4 - Motor vehicles or combinations Gross Weight 19,001 - 30,000 inclusive.
- 5 - Motor vehicles or combinations Gross Weight 30,001 - 45,000 inclusive.
- 6 - Motor vehicles or combinations Gross Weight 45,001 - 62,000 inclusive.
- 7 - Motor vehicles or combinations Gross Weight 62,001 - 80,000 inclusive.
- 8 - Motor vehicles or combinations Gross Weight 80,001 - 100,000 inclusive.
- 9 - Motor vehicles or combinations Gross Weight 100,000 and over, by special permission only.

OHIO TURNPIKE (241 miles)

INTERCHANGE	CLASS OF VEHICLE							
	2	3	4	5	6	7	8	9
Maumee-Toledo	.95	1.30	1.75	1.95	2.20	2.65	3.15	5.50
Lorain-Elyria	2.55	3.55	4.55	5.40	6.00	7.25	8.80	14.95
Youngstown	4.80	6.30	7.70	9.15	10.20	12.25	14.95	24.45

VEHICLE CLASSIFICATION

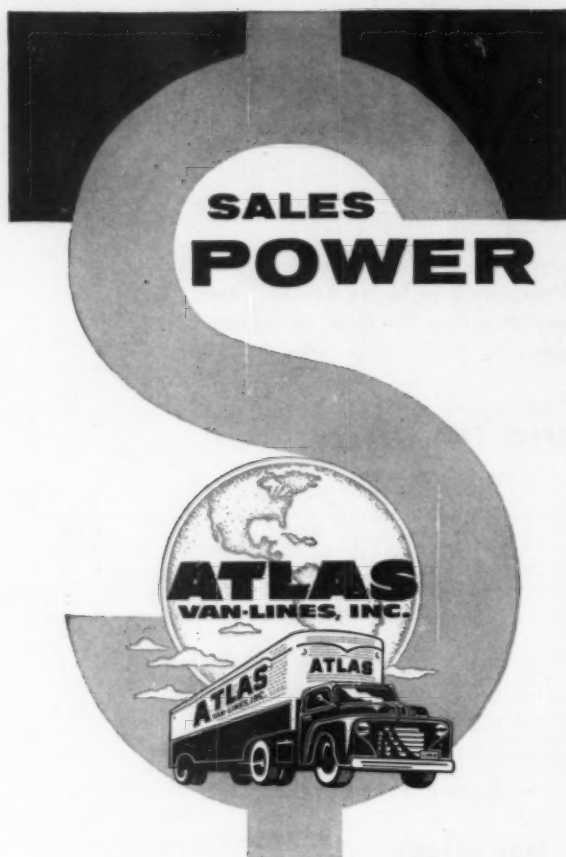
- 2 - Vehicles from 7,001 - 16,000 lbs G.V.W.
- 3 - Vehicles from 16,001 - 23,000 lbs G.V.W.
- 4 - Vehicles from 23,001 - 33,000 lbs G.V.W.
- 5 - Vehicles from 33,001 - 42,000 lbs G.V.W.
- 6 - Vehicles from 42,001 - 53,000 lbs G.V.W.
- 7 - Vehicles from 53,001 - 65,000 lbs G.V.W.
- 8 - Vehicles from 65,001 - 78,000 lbs G.V.W.
- 9 - Vehicles from 78,001 - 90,000 lbs G.V.W.

NEW YORK STATE THRUWAY (471 miles)

INTERCHANGE	CLASS OF VEHICLE			
	4	5	6	7
Albany, Rt. 9w	2.80	4.20	5.40	6.00
Syracuse, Rt. 298	5.90	9.00	11.55	12.85
Buffalo	9.10	13.95	17.95	19.90

VEHICLE CLASSIFICATION

- 4 - Single unit trucks with 2 axles and 6 tires
- 5 - Single unit trucks with 3, 4, 5 axles; auto transporters with 3, 4, 5 axles; class 4 vehicles hauling 1, 2, 3 axle trailers; unloaded 3, 4, 5, 6 axle tractor-trailer combinations of open-bodied or tanker type operated on a charge account basis
- 6 - Tractor-trailer combinations with 3 axles other than unloaded combinations in class 5
- 7 - Tractor-trailer combinations with 4, 5, 6 axles, other than unloaded combinations in class 5; class 5 vehicles hauling 1, 2, 3 axle trailers.



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TEXAS TURNPIKE (30 miles)¹

INTERCHANGE	CLASS OF VEHICLE				
	2	3	4	5	6
Arlington-S.H. 157	.30	.40	.50	.60	1.20
Grand Prairie	.45	.60	.75	.90	1.80
Dallas Terminal	.75	1.00	1.25	1.50	3.00

VEHICLE CLASSIFICATION

- 2 - Two-axle dual-tire trucks; 6 tires.
- 3 - Three-axle units or combinations.
- 4 - Four-axle units or combinations
- 5 - Five-axle units or combinations
- 6 - Special permit vehicles, six or more axles.

¹Discount schedules are available.

MASSACHUSETTS TURNPIKE (123 miles)¹

INTERCHANGE	CLASS OF VEHICLE		
	5	6	7
Watick Rt-30	.25	.30	.40
Sturbridge	1.65	2.05	2.55
Chicopee	2.65	3.35	4.15
W. Stockbridge	4.35	5.55	6.85

VEHICLE CLASSIFICATION

- 5 - Medium trucks with 2 axles and 6 tires
- 6 - Trucks with 3 axles including tractor and trailer or semi-trailer units
- 7 - Trucks with 4 or more axles including tractor and trailer or semi-trailer units

¹Discount schedules are available

NEW JERSEY TURNPIKE (118 miles)

INTERCHANGE	CLASS OF VEHICLE			
	3	4	5	6
Swedesboro - Chester	.25	.30	.35	.40
Burlington-Mount Holly	.90	1.00	1.20	1.40
Woodbridge-The Amboys	1.95	2.20	2.60	3.00
Newark Airport	2.60	3.00	3.60	4.15
Holland Tunnel	3.30	3.75	4.45	5.00

VEHICLE CLASSIFICATION

- 3 - Two-axle dual-tire truck, two-axle tractor without semi-trailer
- 4 - Three-axle single-unit truck, three-axle tractor without semi-trailer
- 5 - Three-axle semi-trailer combination, two-axle dual-tire truck with single-axle trailer
- 6 - Four-axle single-unit truck, any dual-tire truck and trailer with four or more axles

COLORADO-DENVER-BOULDER TURNPIKE (17.3 miles)

INTERCHANGE	CLASS OF VEHICLE			
	2	3	4	5
Broomfield Junction	.20	.25	.30	.35
Boulder	.50	.65	.80	.95

VEHICLE CLASSIFICATION

- | | |
|-----------------------|----------------------|
| 2 - Two axle trucks | 4 - Four axle trucks |
| 3 - Three axle trucks | 5 - Five axle trucks |

KENTUCKY TURNPIKE (40 miles)

INTERCHANGE	CLASS OF VEHICLE			
	2	3	4	5
Shepherdsville	.40	.60	.80	.20
Southern Terminus	.90	1.35	1.80	.45

VEHICLE CLASSIFICATION

- 2 - 2-axle, single unit trucks and 2-axle buses
- 3 - 3-axle single units, 3-axle tractor-trailer truck combinations
- 4 - 4-axle tractor-trailer truck combinations
- 5 - Extra axle charge, per extra axle

OKLAHOMA¹

INTERCHANGE	CLASS OF VEHICLE			
	3	4	5	6

TURNER TURNPIKE (86 miles)

Stroud	1.00	1.50	2.00	1.50
Tulsa	2.00	3.00	4.00	3.00

WILL ROGERS TURNPIKE (88 miles)

Claremore	.30	.45	.60	.45
Big Cabin	.90	1.40	1.85	1.40
State Line	1.95	3.00	4.00	3.00

VEHICLE CLASSIFICATION

- | | |
|------------------|------------------|
| 3 - Light truck, | 5 - Combination. |
| 4 - Heavy truck, | |

¹Discount schedules are available.

WEST VIRGINIA TURNPIKE (88 miles)

INTERCHANGE	CLASS OF VEHICLE	
	3	5
Kanawha City	.30	.50
Princeton	3.00	6.50

VEHICLE CLASSIFICATION

- 3-2-axle dual tire trucks
- 5-3-4-5-6-axle semi-tractor-trailer trucks, and buses.

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ILLINOIS TOLLWAY (187 miles)

NORTHWEST TOLLWAY (South Beloit-Elgin Section)

INTERCHANGE	CLASS OF VEHICLE			
	2	3	4	5
Rockford, U.S. 20	.40	.45	.70	.90
Belvidere	.60	.75	1.10	1.50
Elgin West, U.S. 31	1.30	1.60	2.35	3.15

NOTE: The above tolls are approximations based on cost-per-mile figures supplied by the Illinois State Toll Highway Commission.

CONNECTICUT TURNPIKE (129 miles)

TOLL STATION*	CLASS OF VEHICLE			
	4	5	6	7
Greenwich	.25	.40	.60	.75
Stratford	.75	1.20	1.80	2.25
Montville	1.75	2.45	3.45	4.30

VEHICLE CLASSIFICATION

- | | |
|----------------------------------|--|
| 4-Two axle, four tire commercial | 6-Three axle commercial including trailer |
| 5-Two axle, six tire commercial | 7-Four axle or more commercial including trailer |

*Under this system of toll collection, vehicles pay a toll at each station they pass. The charges shown in this table are the cumulative charges, starting at Greenwich.

INDIANA - NORTHERN INDIANA TOLL ROAD (157 miles)

INTERCHANGE	CLASS OF VEHICLE					
	4	5	6	7	8	9
Gary - West	.40	.80	1.20	1.60	2.00	1.65
La Porte	1.05	2.10	3.15	4.20	5.25	5.95
Howe - La Grange	2.20	4.40	6.60	8.80	11.00	14.50

VEHICLE CLASSIFICATION

- | | |
|---|--|
| 4 - Commercial vehicle with two axles | 7 - Commercial vehicle with five axles |
| 5 - Commercial vehicle with three axles | 8 - Commercial vehicle with six axles |
| 6 - Commercial vehicle with four axles | 9 - Special oversized or unusual vehicle |

FLORIDA - SUNSHINE STATE PARKWAY (109 miles)

INTERCHANGE	CLASS OF VEHICLE			
	2	3	4	5
Hollywood	.35	.40	.45	.55
Palm Beach	2.20	2.50	3.00	3.65
Fort Pierce	3.75	4.30	5.00	6.00

VEHICLE CLASSIFICATION

- 2 - Two axle, dual tire trucks (6 tires).
- 3 - Three axle single unit truck, three axle tractor-trailer combinations, (maximum 10 tires)
- 4 - Four axle tractor-semi-trailer or truck-trailer combination, two axle house trailer including pulling vehicle (maximum 14 tires)
- 5 - Five axle tractor-semi-trailer or truck-trailer combination, three axle house trailer including pulling vehicle (maximum 18 tires)

MAINE TURNPIKE (110 miles)

INTERCHANGE	CLASS OF VEHICLE			
	4	5	6	7
Kennebunk	.40	.55	.65	.95
Gray	1.30	1.70	2.10	3.00
Augusta	2.15	2.85	3.50	5.00

VEHICLE CLASSIFICATION

- 4 - Truck, 0 to 7,000 lbs., G.V.W.
- 5 - Truck, 7,001 to 16,000 lbs., G.V.W.
- 6 - Truck, 16,001 to 32,000 lbs., G.V.W.
- 7 - Truck, 32,001 to 60,000 lbs., G.V.W.

KANSAS TURNPIKE (233 miles)

INTERCHANGE	CLASS OF VEHICLE			
	3	4	5	6
El Dorado	1.85	2.15	2.25	2.55
East Topeka	5.35	6.15	7.00	7.85
Eastern Terminal	6.30	7.20	8.00	9.00

VEHICLE CLASSIFICATION

- 3 - Single unit truck or tractor, 3 axles.
- 4 - Tractor-semi-trailer, 3 axles. Class 2 vehicle, one axle trailer.
- 5 - Tractor-semi-trailer, 4 axles. Class 2 vehicle, two axle trailer. Class 3 vehicle, one axle trailer.
- 6 - Tractor-semi-trailer, tractor or truck, trailer, 5 or more axles.

55
85
00

**RAILROAD
TRANSPORTATION**

Piggy-Back Routing Guide

Fifty-seven railroads are represented in this year's piggy-back section which contains the piggy-back service guide and directory of piggy-back railroads. Separate maps present the piggy-back area covered by each road and important ramp locations.

85

Piggy-Back Service Chart

Lists railroads, tells whether they have interline agreements, whether they provide refrigerated facilities, and which plan they use. Gives page numbers for railroad maps.

88

Special Cars for Piggy-Back

This section includes a description of the many special railroad cars that are available for inclusion in your piggy-back operations. Cars such as Clejan, and Flexi-Van, and mobile-cranes are shown.

96

Rail Mileage Between U. S. Cities

This chart gives you the short-line distances in miles for railroads operating between the major U. S. cities. Used as a helpful tool, it can guide the planning of warehouse, branch plants, shipment routings.

107

Index of Ramp Cities

Here is a handy index, logically developed, to show the cities where the piggy-back railroads have their ramps.

111

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead

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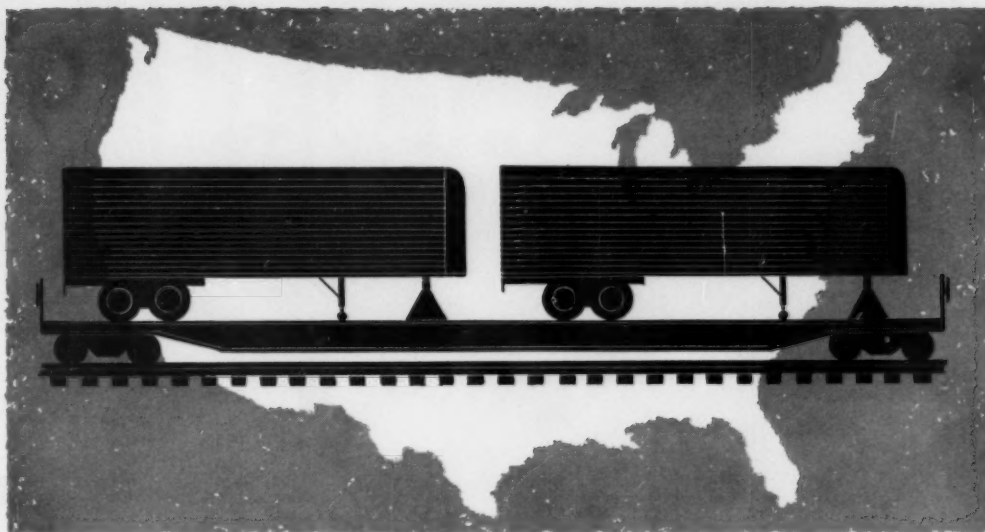
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DA Piggy-Back Service And Routing Guide

WITH the publication of the sixth edition of the original DA Piggy-Back Service and Routing Guide, the staff has added a new section.

It is an index of ramp locations. While this has a very practical value in use of the guide, it also is an addition to the large body of evidence that piggy-back is the fastest growing form of rail transportation.

Four years ago when the first Guide was published, there were 37 railroads providing service to less than 200 points. Today the number of points reached has skyrocketed until they cannot be listed in a handy guide and the number of ramps is in process of doing the same.

The new index lists about 700 ramps. The number of railroads offering tofe has jumped from 43 last year to 57. These figures back up other growth reports. For the four weeks ended Aug. 1, tofe traffic totaled 30,407 cars compared with

20,631 cars in the corresponding period of 1958, an increase of 47.4 per cent.

Types of service offered also have grown. Twenty-five railroads offer

Plan 1 (movement of highway common carrier trailers). Fifty-one operate Plan 2 (rail-owned trailers), and 37 provide Plan 3 (shipper owned trailers).

Plan 4 is a new addition to our Service Chart, which this year appears on Page 88. In its first year on the chart, there are 28 railroads answering yes to Plan 4.

Last year 37 lines boasted interline agreements through which the shipper can move goods to practically any section of the country. The outlook at that time was for a great increase in these agreements. Today the number of railroads reporting interlining is 52 and new agreements still are being written.

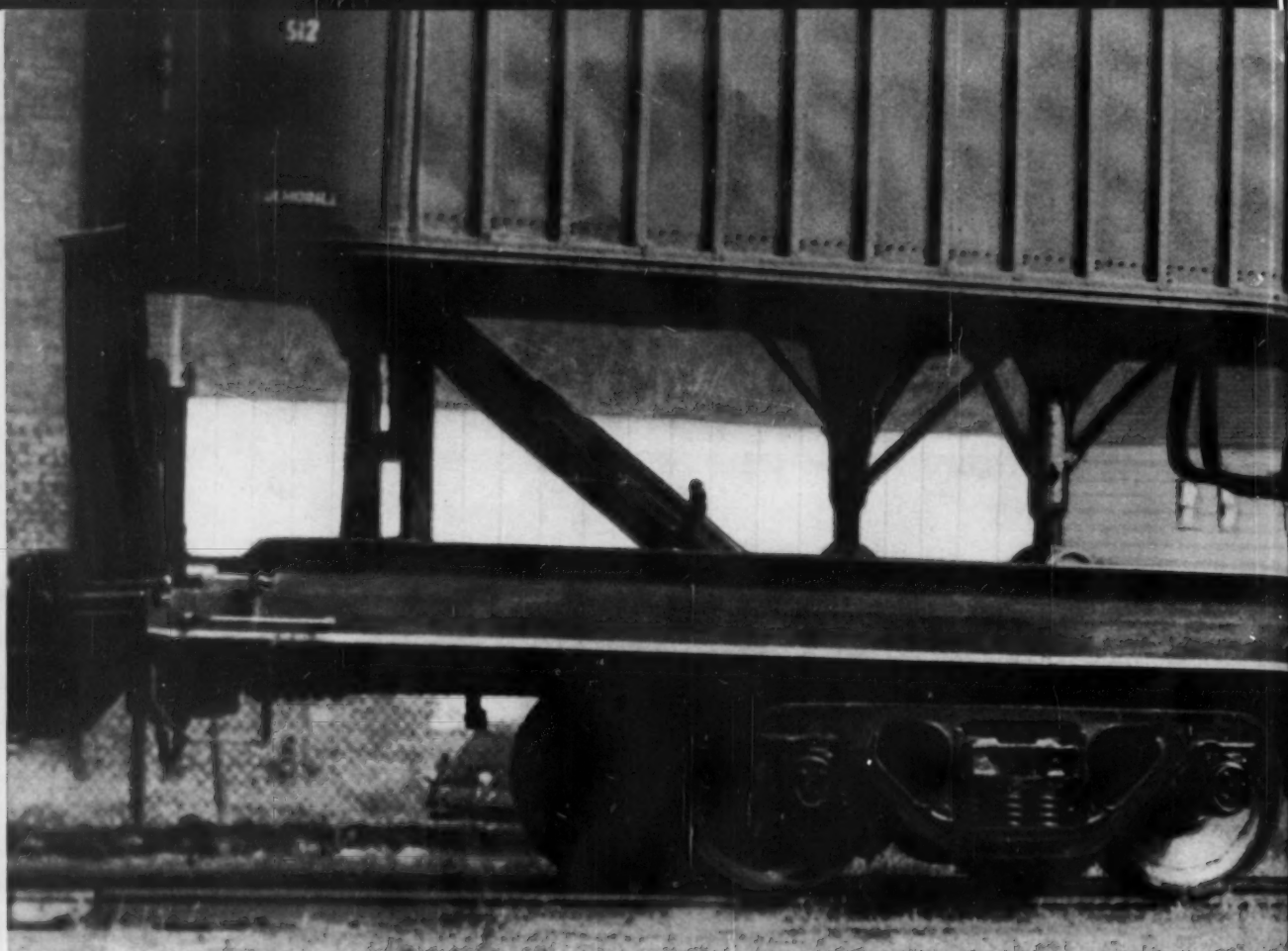
Fifty-six of the 57 railroads offer trailerload service. Nineteen offer less-trailerload service.

Data included in the Chart on Page 88 and the information which follows were taken from a special survey conducted by Distribution Age.

(Please Turn to Page 88)

How to Use Guide

Maps used here are not intended to be exact replicas of the official railroad maps; nor do they necessarily show the complete system for each road. They were prepared to give a general idea of the piggy-back area covered by each road, and ramp locations. Service is not restricted to ramp cities. Through substitute motor carrier service, contracts carrier arrangements, etc., most of the roads serve all or most of the off and on-line stations in their territories. Interline agreements extend the number of points served by each railroad to hundreds, and in many cases thousands. Cities in small type (parentheses) are not ramp cities.



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... Service and Routing Guide

(Continued from Page 85)

DA Piggy-Back Service Guide

	Page Number	Carrier Trailers					Interline	REFRIGERATED SERVICE				Trailer Loads	Less Trailer Loads
		Plan 1 (Motor Carrier Trailers)	Plan 2 (Rail Owned Trailers)	Plan 3 (Private Shipper Trailers)	Plan 4 (Shipper Trailers and Cars)	Plan 5 ¹ (Joint Rail-Truck Rates)		Will Haul			Will Ice Loads		
								Ice	Dry Ice	Mechanical			
Arkansas & Louisiana, Missouri	89	N	Y	N	Y	—	Y	Y	Y	Y	N	Y	N
Atchison, Topeka & Santa Fe	89	N	Y	N	Y	—	Y	N	N	N	N	Y	N
Atlantic Coast Line	89	Y	Y	N	N	—	Y	N	N	N	N	Y	N
Baltimore & Ohio	89	N	Y	Y	Y	—	Y	N	N	N	N	Y	N
Bessemer & Lake Erie	89	N	Y	N	N	—	Y	N	N	N	N	Y	N
Boston & Maine	91	Y	Y	Y	N	—	Y	Y	Y	Y	Y	Y	N
Canadian National	91	Y	Y	N	N	—	Y	N	N	Y	N	Y	Y
Canadian Pacific	91	Y	Y	N	N	—	N	N	Y	Y	Y	Y	Y
Central of New Jersey	91	N	Y	Y	Y	—	N	N	N	Y	N	Y	N
Chesapeake & Ohio	91	Y	N	N	N	—	N	N	N	N	N	Y	Y
Chicago, Burlington & Quincy	94	Y ⁶	Y	Y	Y	—	Y	N	Y	Y	Y	Y	Y
Chicago & Eastern Illinois	94	Y	Y	Y	Y	—	Y	N	Y	Y	Y	Y	Y
Chicago Great Western	94	Y	Y	N	N	—	N	N	N	Y	N	Y	N
Chicago, Milwaukee, St. Paul & Pacific ⁴	94	N	Y	N	Y	—	Y	N	Y	N	Y	Y	N
Chicago & North Western	94	Y	Y	N	Y	—	Y	Y	N	N	Y	Y	N
Chicago, Rock Island & Pacific	96	Y	Y	Y	Y	—	Y	N	N	Y	N	Y	N
Colorado & Southern	96	N	Y	Y	Y	—	Y	Y	Y	Y	N	Y	N
Delaware & Hudson	96	Y	Y	Y	N	—	N	N	Y	N	Y	Y	N
Delaware, Lackawanna & Western	96	N	Y	Y	Y	—	Y	N	Y	Y	Y	Y	Y
Erie	96	Y	Y	Y	N	—	Y	N	N	N	N	Y	N
Florida East Coast	97	Y	N	Y ¹²	N	—	Y	N	N	N	N	Y	Y ¹³
Fort Worth & Denver	97	N	Y	Y	N	—	Y	N	N	Y	Y	Y	Y
Great Northern	97	Y	Y	Y	Y	—	Y	N	Y	Y	Y	Y	Y
Illinois Central	101	Y	Y	Y	Y	—	Y	N	Y	Y	N	Y	Y
Kansas City Southern	101	N	Y	N	N	—	Y	N	Y	Y	Y	Y	N
Lehigh & Hudson ¹¹	101	N	Y	Y	N	—	Y	N	Y	Y	N	Y	N
Lehigh Valley	101	N	Y	Y	N	—	Y	N	N	N	N	Y	N
Long Island	101	N	Y	N	N	—	Y	N	N	N	N	Y	N
Louisville & Arkansas	101	N	Y	N	N	—	Y	N	Y	Y	Y	Y	N
Louisville & Nashville	101	N	Y	N	N	—	Y	N	N	N	N	Y	N
Maine Central	103	N ²	Y	Y	N	—	Y	N	N	Y	N	Y	N
Minneapolis & St. Louis	103	Y	Y	Y	N	—	Y	N	N	Y	N	Y	N
Missouri Kansas Texas	103	Y	Y	Y	N ³	—	Y	N	Y	Y	Y	Y	Y
Missouri Pacific	103	N	Y	N	Y	—	Y	N	N	Y	N	Y	N
Monon	103	Y	Y	Y	N	—	Y	N	Y	N	Y	Y	N
New York Central ⁴	105	N	Y	Y	Y	—	Y	N	N	Y	Y	Y	N
New York, New Haven & Hartford	105	Y	Y	Y	N	—	Y	N	Y	Y	N	Y	N
New York, Susquehanna & Western	105	N	Y	N	N	—	N	N	N	N	N	Y	N
Nickel Plate	105	N	Y	N	N	—	Y	N	Y	Y	Y	Y	N
Norfolk & Western	105	Y	N	N	N	—	Y	N	N	N	N	Y	N
Northern Pacific	108	N	Y	Y	Y	—	Y	N	N	Y	N	Y	Y
Pennsylvania	108	Y	Y	Y	Y	—	Y	Y	N	Y	Y ¹⁴	Y	Y
Pittsburgh & Lake Erie ⁴	108	N	Y	Y	Y	—	Y	Y	N	Y	Y	Y	N
Quana, Acme & Pacific	108	N	Y	Y	Y	—	Y	N	Y	Y	Y	Y	N
Reading	108	N	Y	Y ⁵	N	—	Y	N	Y	Y	Y	Y	N
Richmond, Fredericksburg & Potomac	108	Y	N	Y	Y	—	Y ¹²	N	N	N	N	Y	N
St. Louis, San Francisco	108	Y ⁶	Y	Y	Y	—	Y	Y	Y	Y	Y	Y	N
St. Louis Southwestern	110	N	Y	Y	Y	—	Y	N	Y	Y	N	Y	N
Seaboard Air Line ⁹	110	Y	N	Y	N	—	Y	N	N	Y	N	Y	N
Soo Line	110	N	Y	N	N	—	Y	N	N	N	N	Y	Y
Southern Pacific	110	Y	Y	N	Y	—	Y	N	N	Y	N	Y	Y ¹⁰
Texas & New Orleans	110	N	Y	Y	Y	—	Y	Y	N	Y	Y	Y	Y
Texas & Pacific	110	N	Y	Y	Y	—	Y	N	Y	Y	Y	Y	N
Union Pacific	111	N	Y	Y	Y	—	Y	N	Y	Y	N	Y	Y
Wabash	111	N	Y	Y	Y	—	Y	N	N	Y	N	Y	Y ⁷
Western Maryland	110	N	Y	Y	N	—	Y	N	Y	Y	Y	Y	N
Western Pacific	111	Y	Y	N	N	—	Y	N	N	Y ⁸	N	Y	N

FOOTNOTES AND SYMBOLS

Y—Yes.
N—No.

¹—Plan 5 was not included on the 1959 questionnaire. Therefore, some railroads offering this service may not be included in this list. Because of this and the rapid expansion expected in this service, we have omitted the N symbol. As other lines offer this service you will be able to bring your chart up to date.

²—Maine Central is planning to start Plan 1 in 1960.

³—Missouri Kansas Texas plans to enter Plan 4 service when rates are established in the Southwest.

⁴—Flexi-Van, with only trailer body transferred to rail car

⁵—The Reading offers Plan 3 eastbound only.

⁶—Plan 1 offered for subsidiary truck lines only.

⁷—Limited on lcl.

⁸—Western Pacific will transport mechanically refrigerated trailers starting Oct. 15.

⁹—Seaboard Air Line will enter the TOFC field about Nov. 1.

¹⁰—Southern Pacific uses less trailerloads at rr convenience when tonnage warrants.

¹¹—Intermediate carrier only.

¹²—After Nov. 1 in connection with PRR and SAL.

¹³—Common carrier truckers at per trailer charge.

¹⁴—Iceing service not provided for Plans 3 and 4.

Railroads were questioned on which of the first four plans they perform. Plan 5 was not included. Because of the growing interest in this service—joint railroad and highway carrier tariffs—the staff is planning to give a complete report on this service in the next Guide.

Speaking on the future piggy-back, ICC Commissioner Anthony F. Arpaia predicted that the number of lines offering this service will continue to grow.

"Some carriers continue to resist these innovations . . .," he said. "But, in spite of resistance or apathy, their ultimate acceptance is inevitable simply because shippers and the public will insistently demand them.

"Coordinated transport is . . . one of the important and productive avenues to the salvation of public transportation as private enterprise. The sooner carriers adjust themselves to these new concepts and unite in perfecting practicable, utilitarian, lightweight containers to accommodate any and all kinds of commodities to meet any transportation requirement, the better off they and the nation will be.

"One of the best arguments in favor of piggy-back," the commissioner said, "is the heavy utilization of freight cars which it induces. The lack of such utilization has contributed to car shortages during peak demands of the Nation's economy.

"Flatcars in this service are reported as averaging 175 miles a day as compared with the 47 miles per day average for all freight cars in 1957. As a matter of fact, some of these flatcars have been used as much as 450 miles per day."

This Guide is DA's report on the trailer-on-flat-car service in 1959. Each originating carrier taking part in the DA survey is represented by a map and a brief description of the service it offers. Statistics on total operations are listed on Page 105. ●

Directory of Piggy-Back Railroads

Atchison, Topeka & Santa Fe Railway

Plans 2 and 4; interline with most major carriers under the following tariffs: AT&SF 15579; WTL 445, 450, 453, 455; SWL 74, 75, 76, 77, 79, 80, 82, 84; PSFB 293, 294, 295; Tex-La 104; TCFB 11. Rail billed truckload freight at truck competitive rates. Over-the-road movement by Santa Fe Trail Transportation Co., a subsidiary truck line.



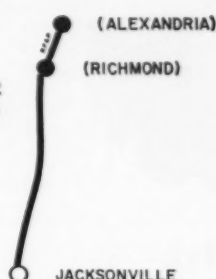
Arkansas & Louisiana Missouri Railway

Plans 2, and 4; interline trailers with the IC&MP. Routing applies to points on the IC&MP and points on connecting lines East of the Mississippi River and North of the Missouri River to extent that connections have routing available.



Atlantic Coast Line

Plan 1; interlines with RF&PRR between Alexandria, Va., (RF&P) and Jacksonville, Fla., (ACL).



Baltimore & Ohio Railroad



Plans 2, 3, and 4, interline with AT&SF, CofNJ, C&NW, CB&Q, CRI&P, C&S, FTW&D, GC&SF, KCS, L&A, MKT, MP, Monon, MStL, P&SF, RDG, StLSF, StLSW, Soo, SP, TNO, TP, UP, Wabash. Rail billed truckload freight at rail rates. Seventeen base cities in the B&O network with 196 point-to-point services, plus hundreds of other stations through interline arrangements.

Bessemer & Lake Erie Railroad

Plan 2; interline only with AD&N, AT&SF, B&M, C&NW, CB&Q, CRI&P, D&H, DL&W, KCS, KO&G, Erie, L&HR, LV, M&StL, MKT, MP, Monon, NKP, NYNH&H, StLSF, StLSW, SP, T&P UP, Wabash. Rail billed truckload freight at truck competitive rates. Ramp at N. Bessemer serves Pittsburgh area; ramp at Butler serves Butler area.



The Piggy-Back Plan . . .

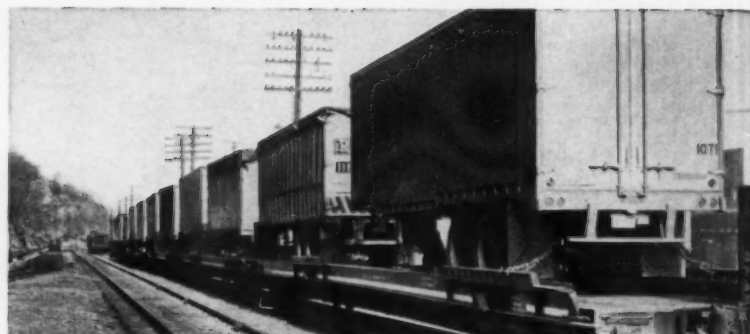
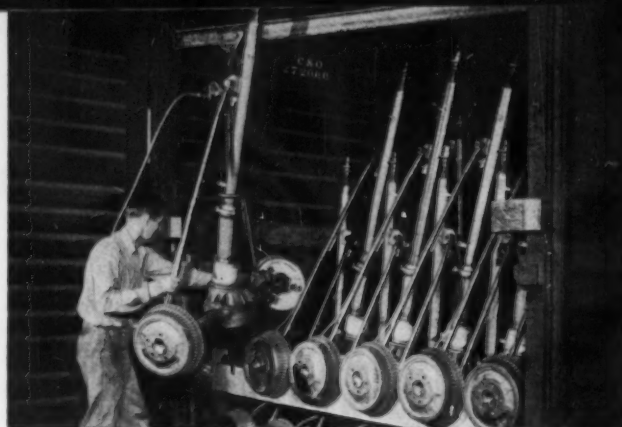
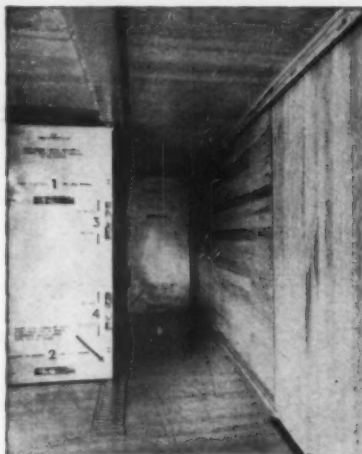
PLAN 1—Rail transport of motor carrier trailers. Trucker solicits freight at truck rates and pays railroad either a "division" or per-trailer charge.

PLAN 2—Railroad trailers are transported on flatcars. Railroad deals directly with shipper, soliciting business under truck competitive tariffs.

PLAN 5—Railroads publish tariffs of joint truck-rail rates for complete door-to-door piggy-back service.

PLAN 3—Shipper provides trailers, owning or leasing as he wishes. Railroad receives trailers at railhead, loads them, transports them, and grounds them.

PLAN 4—Rail movement of shipper trailers on shipper flatcars. Shipper takes trailers to and from railroad. shipper loads trailer on car and on arrival unloads it.



CLIC keeps the spotlight on special equipment

Special equipment, as every Traffic Manager knows, must be where it is needed, when it is needed.

Because Chesapeake and Ohio's CLIC (Car Location Information Center) knows the immediate whereabouts of every car on its system, greater utilization of this special equipment is possible. This, in turn, makes more

DF cars, compartmentizer cars, quick-loaders, insulated cars, piggyback cars, covered hoppers and covered gondolas available to C&O's customers.

CLIC fits into efficient transportation in many ways. Have C&O's traffic man explain how CLIC can help you.

For free booklet describing CLIC, just write:

Chesapeake and Ohio Railway

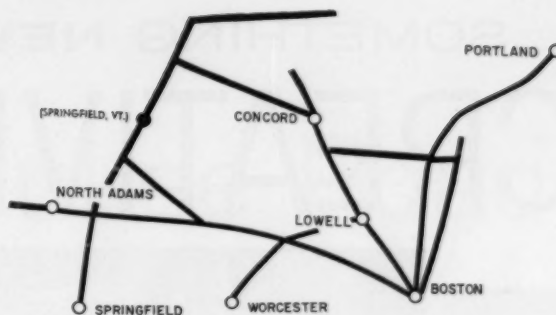
3800 TERMINAL TOWER, CLEVELAND 1, OHIO

SHIP C & O . . . AND WATCH IT GO!



Boston & Maine Railroad

Plans 1, 2, and 3; interline with AT&SF, B&A, B&E, C&EI, CB&Q, CRI&P, C&S, C&NW, D&H, DL&W, Erie, MC, MP, M&StL, NKP, Monon, PRR, Springfield Term., UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge.



Canadian National Railways

Plans 1 and 2; interline with DL&W for service between Toronto and New York. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge.



Canadian Pacific Railway Co.

Plans 1 and 2; no interline. Plan 1 freight at truck competitive rates. Plan 2 freight on tariff rates published in cents per 100 lb. Plans 1 and 2 at Montreal and Toronto; Plan 2 only at Hamilton and London; Plan 1 only at all other ramp points.



When the name of a city is shown on a map without parentheses, it designates a ramp location. This city also may be an interline point. When the name of the city appears in parentheses, it means an interline point with no ramp.

Chesapeake & Ohio Railway



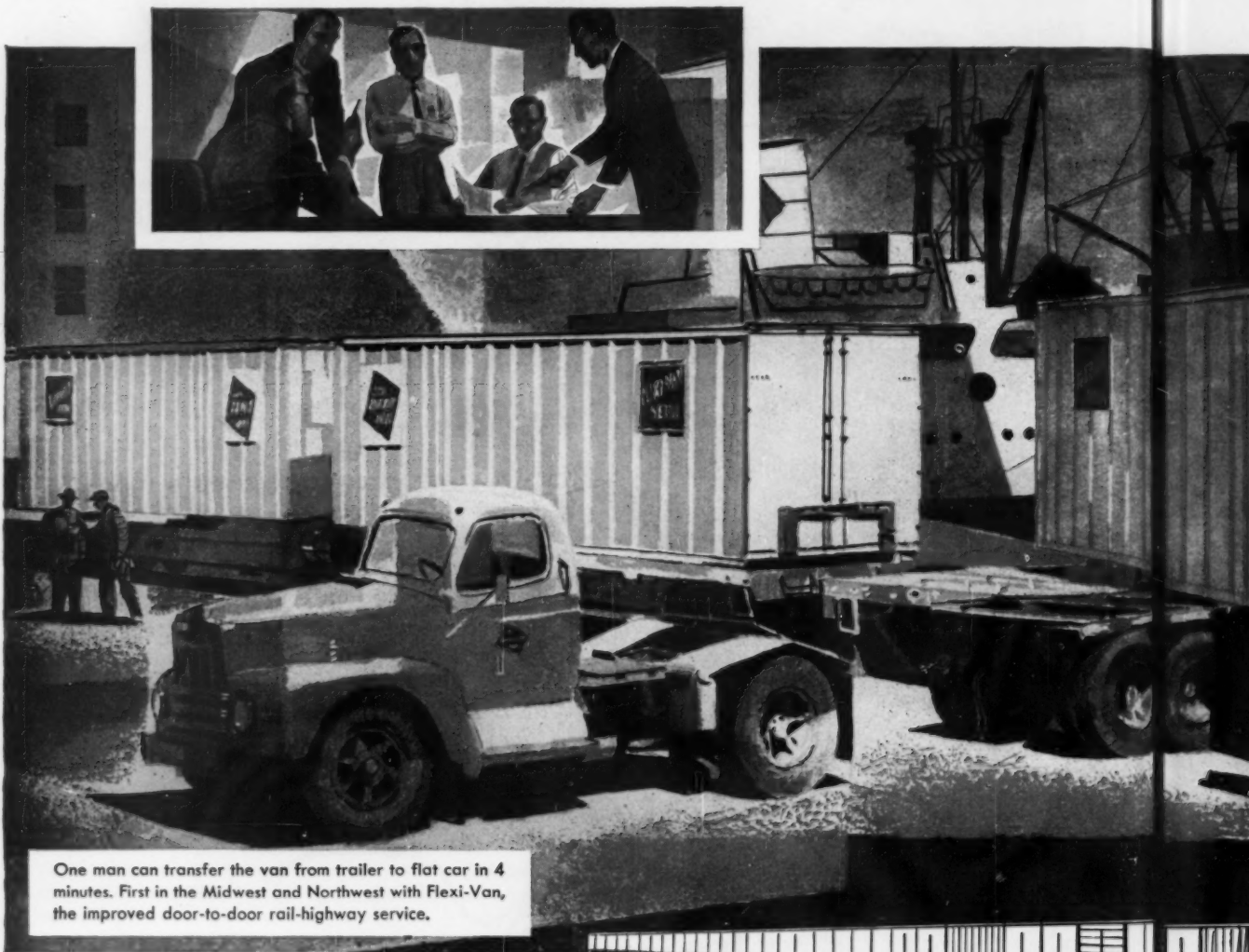
Plan 1. C&O offers service between Chicago, Ill., and Detroit, Mich., and between Chicago, Ill., and Cincinnati, Ohio. Also between Charleston, W. Va., and Staunton, Va. A flat charge per trailer is assessed rather than based on cents per hundred pounds, and in addition, a charge per trailer for loading and unloading from flat cars.

Central Railroad Co. of New Jersey

Plans 2 and 3. Plan 4 offered between Jersey City and Chicago and East St. Louis, Indianapolis, Louisville, and Cincinnati, Columbus, and Dayton. Employs rolling stock of B&O, DL&W, LV. Applies to points on the B&O, NKP, Wabash, west of Pittsburgh & Buffalo, including the Southwest and Western Trunk Line territories. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates.



SOMETHING **NEW** IN RAILROADING... "CREATIVE CREWS" of



One man can transfer the van from trailer to flat car in 4 minutes. First in the Midwest and Northwest with Flexi-Van, the improved door-to-door rail-highway service.

They come up with **resourceful** answers to shippers' problems—improving on "Piggy-Back"

You'd never recognize these "crews" if you saw them at work. For they operate in unlikely places, and some of the things they do may seem utterly unrelated to railroading.

They may be examining a mechanical drawing over a designer's shoulder. Or holding a meeting

in a Texas hotel room with natural gas pipeline developers. Or testing new packing materials.

What's it all for? For *ideas*. Ideas that often break with railroad traditions. Ideas based on the conviction that the Milwaukee Road can do *better* what the railroads do best.

This M
proach
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Road is
Flexi-Va
way serv

S of the Milwaukee Road



America's resourceful railroad

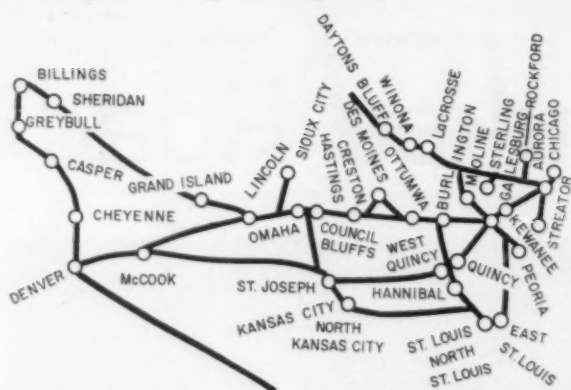
This Milwaukee Road "Creative Crews" approach to railroading has come up with many innovations in service to shippers. The Milwaukee Road is first in the Midwest and Northwest with Flexi-Van, the improved door-to-door rail-highway service. Now Milwaukee Road shippers' cross-

town service blends smoothly with cross-country service with no lost motion.

This fresh, uninhibited creative concept is giving the Milwaukee Road the reputation for being America's *resourceful* railroad. Shippers benefit from it every day—and profit by it.

Route of the Super Dome Hiawathas and Western "Cities" Fleet

Chicago, Burlington & Quincy



Plans 1, 2, 3, and 4, but Plan 1 for Burlington Truck Lines only, a wholly owned subsidiary. Interline with AT&SF, B&O, C&EI, CRI&P, C&S, DRG&W, Erie, GN, IC, KCS, L&N, M&StL, Monon, MKT, MP, NKP, NP, PRR, StLSF, StLSW, UP, Wabash. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Ramp-to-ramp rates for shipper owned trailers and freight cars.

Chicago & Eastern Illinois Railroad

Plans 1, 2, 3, 4, and 5; interline with AT&SF, CB&Q, C&NW, Erie, L&N, MKT, MP, NKP, Soo, StLSF, StLSW, Wabash. Rail billed lcl freight at rail rates. Rail billed trailerload freight at truck competitive rates. Highway common carrier trailers at per trailer charge.

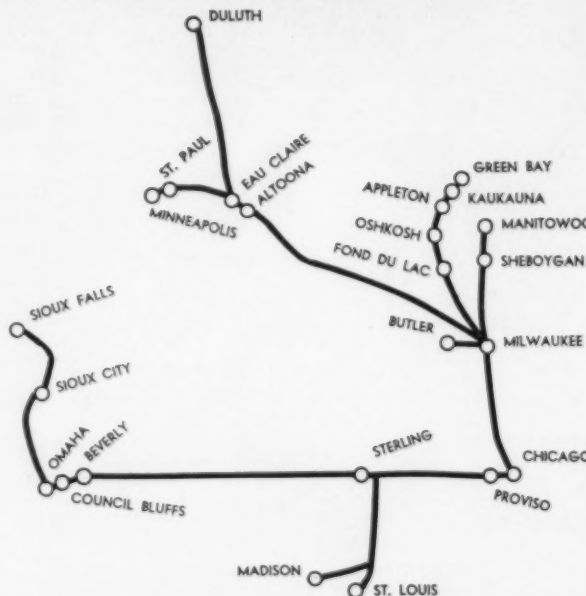


Chicago Great Western Railway Co.

Plans 1 and 2. Plan 1 available only to common carriers who file tariffs with the ICC, and the railroad company receives a division of the through motor carrier rate. Plan 2 between Twin Cities, Austin, Minn., and Chicago. Interline to extent that similar tofc rates are in effect beyond Chicago or Twin Cities.



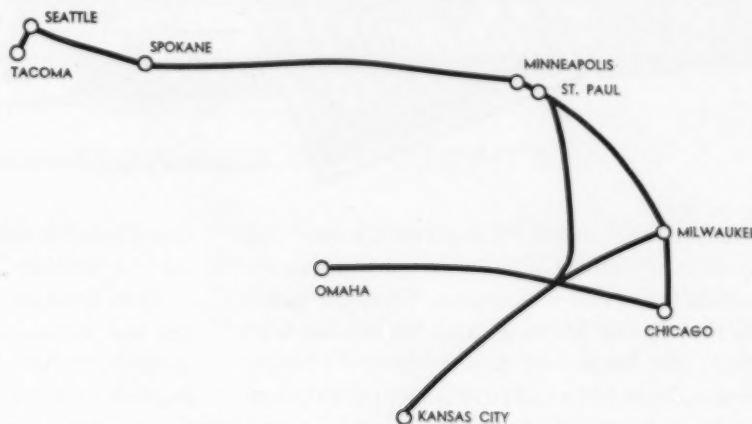
Chicago & North Western Railway Co.



Plans 1, 2, and 4; interline with AT&SF, B&O, C&EI, CRI&P, Erie, GN, KCS, MKT, Monon, MP, NKP, NP, PRR, StLSF, StLSW, UP, Wabash. Service is principally rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge.

Chicago, Milwaukee, St. Paul & Pacific

Plans 2 and 4; interline with NYC to serve cities in Mich., Ohio, Pa., Mass., and N. Y. Negotiating service to Colorado points from Chicago and Milwaukee and also to Oklahoma and Texas points from Chicago, Milwaukee, and Twin Cities via AT&SF. Flexi-Van Service, door-to-door using demountable vans. Van loads only.



"I am a Burlington Man"



• I'm a Burlington Freight Engineer. That's my 6000 horsepower diesel locomotive—harnessed and ready to go.

Climb up in the cab with me. Look over my shoulder as I check my signals, release the brakes, and open the throttle. Listen to the deep-throated roar of the diesels—feel their surging power. Burlington's 11,000 miles of high-speed, heavy-duty railroad serving 14 productive states, stretches out ahead of us... while behind us, scores of freight cars, carrying varied products, gently gather speed. *We're on our way!*

Rain or shine... night or day... winter or summer—Burlington freight trains provide swift, smooth transportation with consistent "on-time" delivery.

America needs railroads like the Burlington. —contributing to the strength and unity of our nation. No wonder so many of us proudly say,

"I am a Burlington Man!"



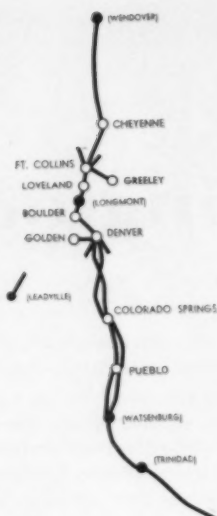
**Burlington
Route**

Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway

BURLINGTON LINES *Everywhere West*

Colorado and Southern Railway

Plans 2 and 3; interline with CB&Q, FW&D, MP, UP, D&RGW. Rail billed truckload freight at truck competitive rates. Service offered in connection with CB&Q. (See Chicago, Burlington, Quincy and Fort Worth & Denver listings.)



Delaware, Lackawanna & Western Railroad



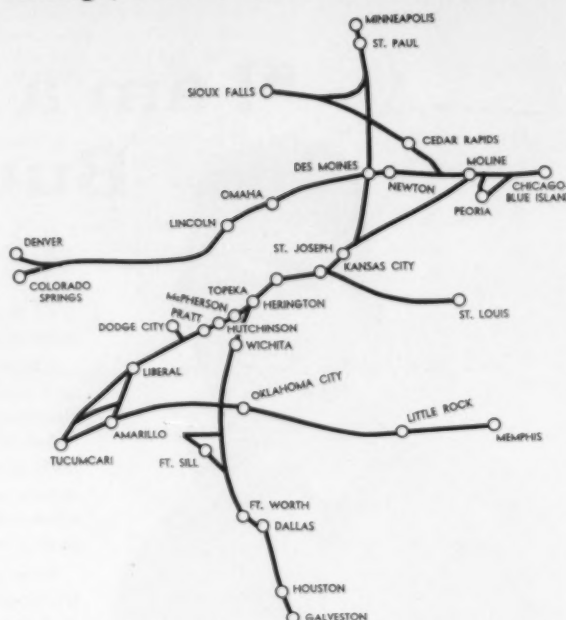
Plans 2 and 3; interline with A&LM, AT&SF, BAR, B&LE, B&M, CB&Q, C&EI, C&IL, CNE, CofNJ, CN&W, CRI&P, C&S, D&H, D&RGW, FW&D, GN, GTE, IC, KCS, L&A, L&HR, L&NE, LV, L&WV, MC, M&E, MKT, MKTofT, Monon, MoPac, M&StL, NJI&I, NP, NYC&StL, NYNH&H, NYS&W, SP, StLSF, StLSF&T, StLSW, TNM, T&P, UP, WAB, WMW&NW, WP. Rail billed lcl at rail rates. Rail billed truckload freight at truck competitive rates. Contract and private truckers' traffic on a basis where they pay full charges for shipments at standard piggy-back rates, using regular rail billing, per diem allowance for shippers' trailers.

Erie Railroad Company



Plans 1, 2, 3, and 4; interline with A&LM, AD&N, AT&SF, BAR, B&LE, B&M, C&EI, C&NW, C&S, CB&Q, CRI&P, D&RGW, FWD, GN, IC, KCS, KOG, L&A, MEC, M&StL, MKT, Monon, MP, NKP, NYNH&H, NYS&W, NP, StLSF, Soo, SP, StLSW, TNM, TP, UP, Wabash, WMW&NW. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Service between Trunk Line, Central Freight, Western Trunk Line, and Southwestern Territories, with some few point-to-point commodity rates to Transcontinental Territory.

Chicago, Rock Island & Pacific Railroad

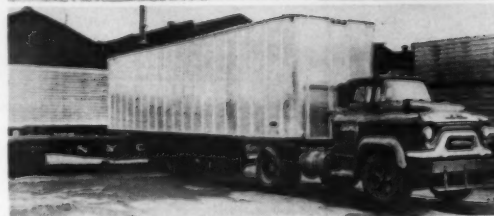
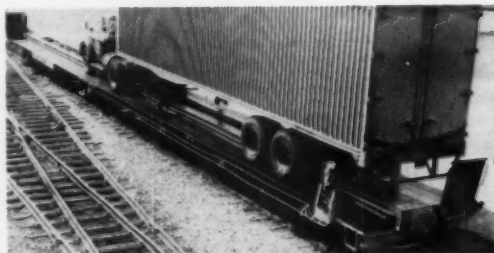


Plans 1, 2, 3, and 4; interline. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge based on weight and contents.

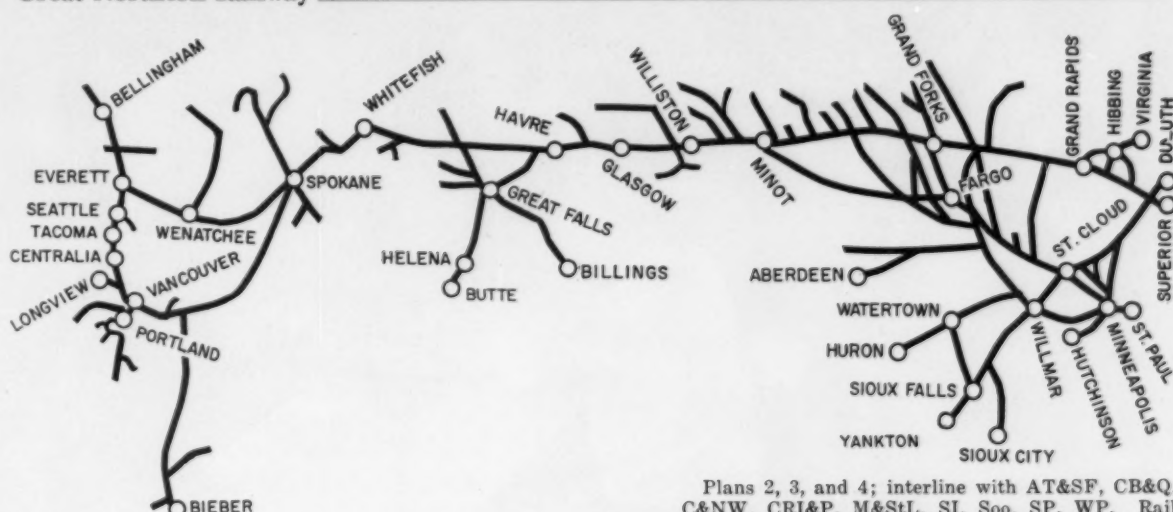
Delaware & Hudson Railroad

Participation consists of handling cars from the B&M at Mechanicville, N. Y. to D&H Buttonwood, Pa., connections and return; and from the B&M at Mechanicville to D&H Binghamton, N. Y., connections and return.

Special Piggy-Back Equipment



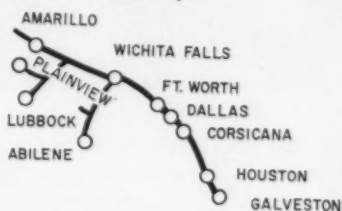
Great Northern Railway



Plans 2, 3, and 4; interline with AT&SF, CB&Q, C&NW, CRI&P, M&StL, SI, Soo, SP, WP. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Trailers and flat cars equalize between terminal loading and unloading points, moving loaded or empty.

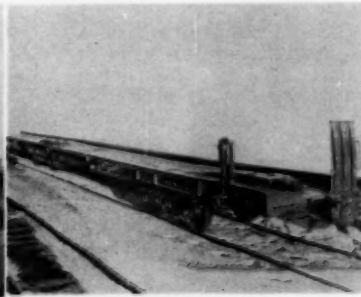
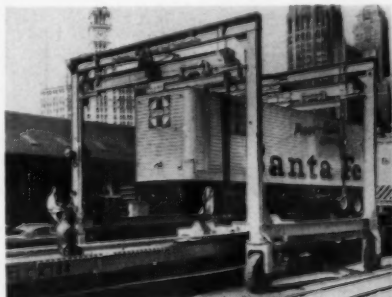
Fort Worth & Denver Railway

Plans 2 and 3; interline with AT&SF, CB&Q, CRI&P, C&S, KCS, L&A, MKT, MP, QAP, Frisco, StLSW, SP, T&NO, UP. Rail billed truckload freight at truck competitive rates. (See also CB&Q.)



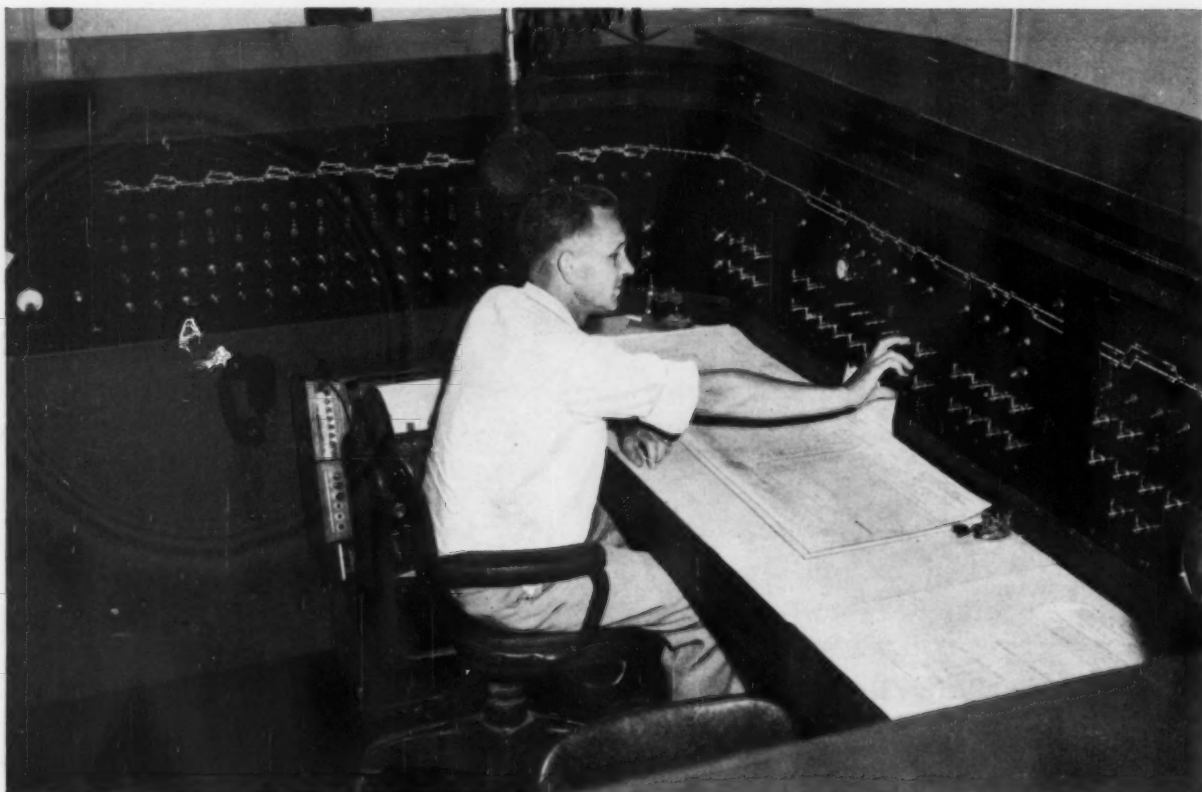
Florida East Coast Railway

Plan 1; no interline. Highway common carrier trailers at a per trailer charge. Cars are handled in consolidated trailers in classified blocks.



Shown on these two pages are some pieces of special equipment used in piggy-back. The top picture on Page 96 is a Clejan car made by General American Transportation Co. It guides the trailer into place and permits one man to tie it down. The lower picture on Page 96 shows Flexi-Van equipment. Flexi-Van, now available coast-to-coast, permits the transfer from highway to rail of van bodies without a fork lift or crane. The left picture on

Page 97 shows PAT the traveling loader crane being introduced by Pullman-Standard and Trailmobile. It can handle both containers and trailers. The center picture shows the new three-on-one flatcar, available through Trailer Train Co. It is built by American Car and Foundry Div. of ACF Industries. It can accommodate three 27-ft trailers. At the right is the 85-ft piggy-back car made by North American Car Corp. It features special tie down.



THE "GO-AHEAD" SIGNAL has just been given for 91 more miles of Centralized Traffic Control on Northern Pacific track in Montana. The new stretch, scheduled for completion in late 1960, will carry the 240-mile Missoula-Livingston segment east to Park City, Montana. Dispatcher in Glendive will control 20 siding switches and 60 signals to speed freight along the route. Illustrated here is the control room for Missoula-Livingston segment now in operation.

WHATEVER YOU SHIP, Northern Pacific offers a truly progressive approach to freight hauling—backed with the kind of modern service and equipment that mean fast, dependable delivery.



If you have a shipping problem, or are looking for a choice industrial site, chances are we can help you. For a quick reply, call your local NP traffic representative, or write Otto Kopp, Vice President—Traffic, Northern Pacific Railway, St. Paul 1, Minnesota.

NORTHERN PACIFIC—really terrific!

GETT
numerous
seconds —
Faster con
freight se
Northern

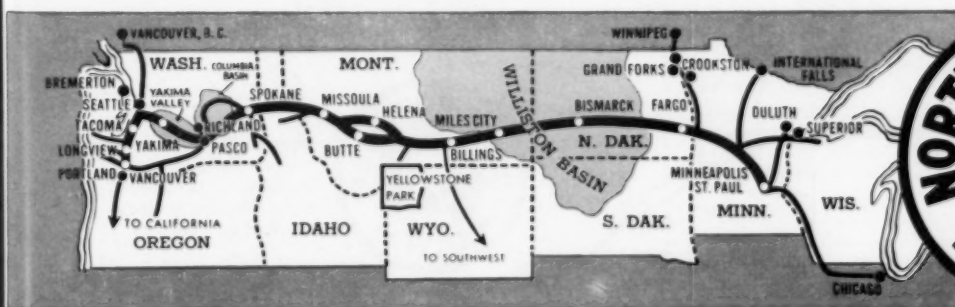




GETTING THE WORD between numerous Northern Pacific traffic offices takes only seconds—thanks to direct teletype equipment. Faster communication means faster, more efficient freight service—another good reason for shipping Northern Pacific!



HOOKING UP the right freight car for the need is regular practice on NP. Customized cars—many built in NP's own shops—are ready to handle almost any requirement—from giant timbers to perishable goods. NP's freight car building program calls for a \$12 million expenditure this year alone.





Lignite and Taconite

an abundant coal, a plentiful iron ore that
together may spell a brighter future for us all

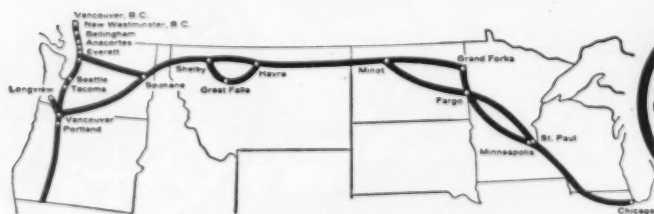
Under vast areas of North Dakota lie billions of tons of lignite—representing the nation's greatest reserve of fossil fuel. And in northern Minnesota, connected by Great Northern rails with Dakota's lignite beds, are enormous reserves of taconite. A form of iron ore, taconite requires processing in the Midwest before shipment via the Great Lakes to the big steel mills in Gary, Pittsburgh and other points.

To tap these two tremendous national resources Great Northern Railway is underwriting extensive research pro-

grams designed to find a method of beneficiating taconite and of utilizing lignite in the process.

We have, of course, a large stake in the ultimate success of this venture, for our lines serve both the lignite and taconite reserves. But of even greater import is the potential impact of this industrial research on the economies of these two mineral-rich states, and its value to the entire nation.

Our lignite and taconite research project provides new evidence that *progress is a Great Northern habit*.



Offices in principal cities of U.S. and Canada



Write: A. J. Haley, Director,
Mineral Research and
Development Department,
Great Northern Railway,
St. Paul 1, Minnesota.

Illinois Central Railroad

Plans 1, 2, 3, and 4; interline with AD&N, A&LM, B&O, BAR, B&LE, CNJ, DL&W, Erie, FW&D, KCS, L&WV, L&A, LI, MEC, MKT, MP, NKP, NJ&I, NYS&W, NL&G, PRR, P&WV, RDG, SP, SS, SLSF, SLSW, TNM, T&P, UP, Wabash, WM. Rail billed truckload freight at truck competitive rates. Ltl lots also handled. Insulated equipment and tariff provisions available for perishables.



Lehigh and Hudson River

Performs to service as an intermediate carrier only, interlining with DL&W, LV, and NYNH&H. Operates Plans 2 and 3.

Long Island

Service in connection with the PRR and their connections and to a limited extent with the Lehigh Valley. Service is to and from Queens County on Plan 2.

Louisiana & Arkansas

Service in connection with the KCS. (See Kansas City Southern map and listing.)

Kansas City Southern

Plans 2 and 5; interline with AT&SF, CB&Q, CRI&P, FW&D, IC, MKT, MP, SP, StLSF, StLSW, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary truck companies.



Louisville & Nashville Railroad

Plan 2; interline with C&EI, CB&Q, CRI&P, Frisco, L&A, MP, MKT, Monon, StLSW, SP, T&P, Wabash. Rail billed truckload freight at truck competitive rates. Cars handled in regular trains.



Lehigh Valley Railroad Co.



Plans 2 and 3. Plan 2 interline with AD&N, ATSF, BLE, C&EI, CMSP&P, CN, CRRNJ, CB&Q, CRIP, D&H, DL&W, DK&S(MP), FW&D, GCSF(ATSF), GT, KCS, L&HR, LI, L&NE, L&A, MONON, MKT, MP, MKTT, NJ&I, NKP, NYNH&H, P&SF(ATSF), SLSF, SLSFT, StLSM, SP, T&P, WABASH. Plan 3 interline from the New York-Jersey City and Newark, N. J., area to Chicago and East St. Louis, Ill., routes LV-NKP and LV-WAB. Also in effect over same routes in reverse direction. Rail billed truckload freight at truck competitive rates.

The Piggy-Back Plan . . .

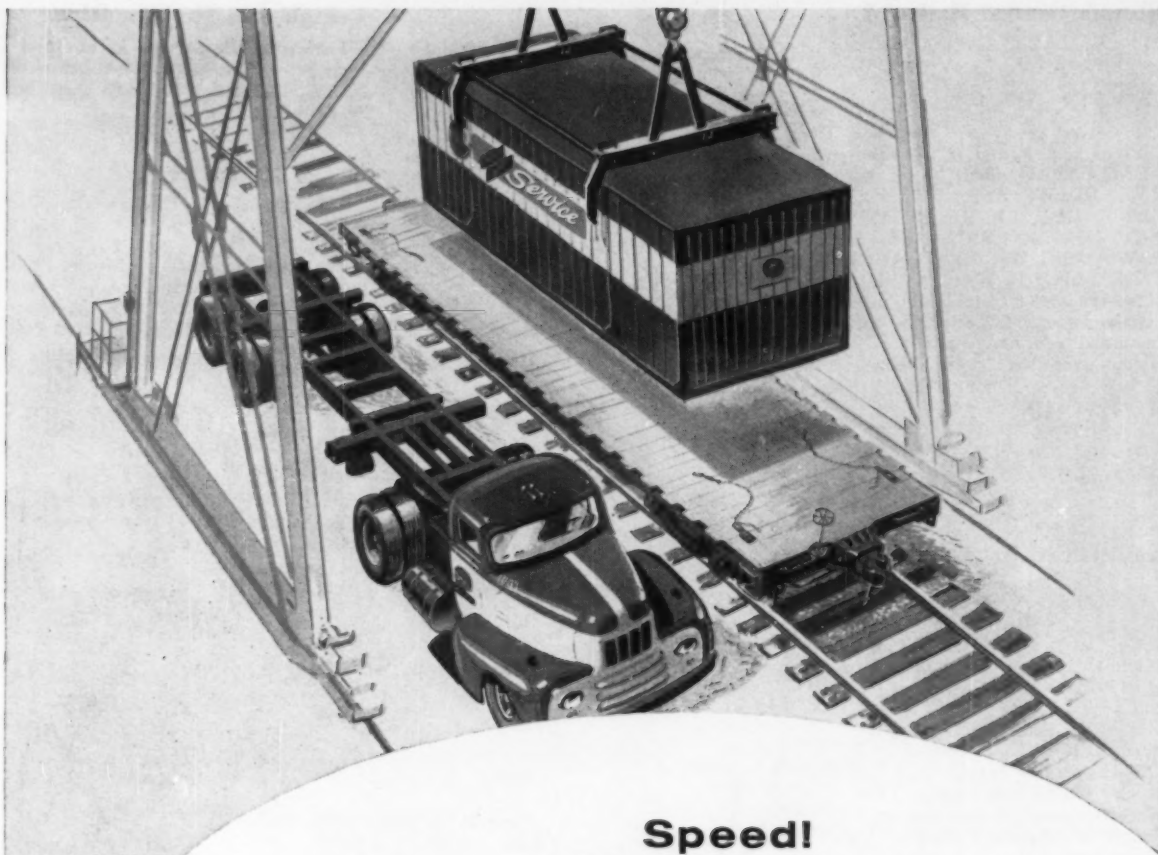
PLAN 1—Rail transport of motor carrier trailers. Trucker solicits freight at truck rates and pays railroad either a "division" or per-trailer charge.

PLAN 2—Railroad trailers are transported on flatcars. Railroad deals directly with shipper, soliciting business under truck competitive tariffs.

PLAN 5—Railroads publish tariffs of joint truck-rail rates for complete door-to-door piggy-back service.

PLAN 3—Shipper provides trailers, owning or leasing as he wishes. Railroad receives trailers at railhead, loads them, transports them, and grounds them.

PLAN 4—Rail movement of shipper trailers on shipper flatcars. Shipper takes trailers to and from railroad. Shipper loads trailer on car and on arrival unloads it.



Speed! Flexibility!

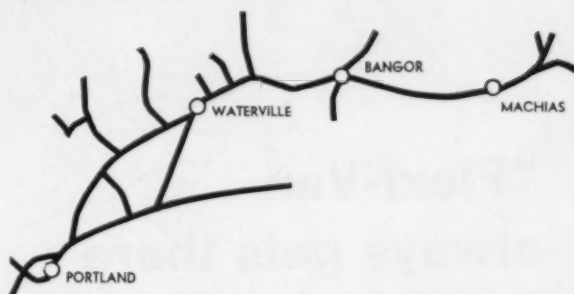
Combining *rails* and *roads* Missouri Pacific's efficient and versatile TRUCK-RAIL SERVICE moves freight fast and economically—to, from and through the West-Southwest. Ask any Missouri Pacific representative about TRUCK-RAIL . . . he will be glad to show you what it can do for you.



J. M. HREBEC
General Freight Traffic Manager
1706 Missouri Pacific Bldg.
St. Louis 3, Mo.

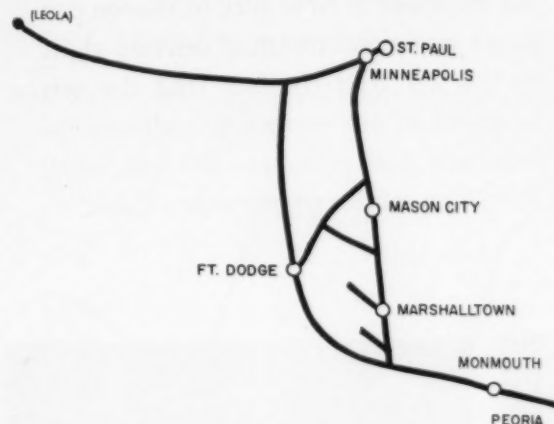


Maine Central Railroad



Plans 2 and 3; interline with AT&SF, BAR, B&LE, B&M, CB&Q, C&EI, D&H, DL&W, Erie, LV, L&WV, Monon, NGI&I, NIC&StL, PRR, Wabash. Planning Plan 1 within the next year.

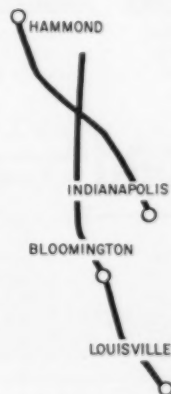
Minneapolis & St. Louis Railway



Plans 1, 2, and 3. Interline service extends to St. Louis and Kansas City, Mo., and to cities in Southwestern Lines Territory, also between the Twin Cities and Eastern Cities served by Trunk Line Railroads. Recently became party to service from North Pacific Coast cities to Peoria, Ill. Rates and service apply only to trailerloads.

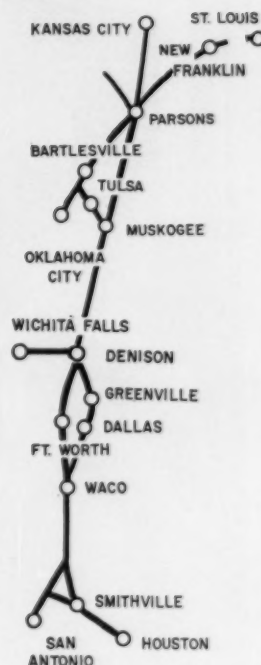
Monon Railroad

Plans 1, 2, and 5. Plan 3, not "True"—but an allowance to shipper for use of his trailer, and also an optional allowance in CWT for pick-up and/or delivery of trailer to or from ramp. Joint truck-rail rates in tariff form. (With Saginaw Transport Co.) Interline with AT&SF, B&LE, B&O, B&M, CBQ, C&NW, CRI&P, CRR of NJ, DL&W, Erie, IC, L&N, LV, L&WV, ME, M&StL, NJ, NKP, NP, NYNH&H, NYS&W, RDG, Soo, UP, Wabash, WM. Over-head carriers: D&H, L&HRR, L&NE, P&WV. Rail billed truckload freight at truck competitive rates.



Missouri Kansas Texas Railroad

Plans 1, 2, and 3; interline with major railroads on service to the north, east, and west. Rail billed 1st freight at rail rates, to some extent. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer and mileage charges. MK&T piggyback under the direct supervision of Missouri Kansas & Texas Transportation Co., a subsidiary.



Missouri Pacific Railroad



Plans 2 and 4; interline with AT&SF, B&O, CB&Q, C&EI, C&NW, CRI&P, C&S, D&RGW, IC, NKP, PRR, StLSF, UP, Wabash. Rail billed truckload freight at truck competitive rates. Service includes tofe and demountable trailer body. The latter is operated between points on MP, between points on T&P, and interline between the two railroads. Map includes T&P and KO&G operations. (See also Texas & Pacific.)



"Flexi-Van always gets there on schedule"

*says J. J. Benesh, Div. Traffic Manager
Flooring Div., The Flintkote Company*

"When we ship a load of Tile-Tex floor tile from Chicago Heights by Flexi-Van, our customer in New York or Boston can count on second morning delivery right to the job. And the fact that the van is sealed at our factory has eliminated breakage and pilferage. We are using Flexi-Van service wherever available."



"Asphalt tile gets brittle in cold weather and 'top loading' or a rough ride can cause serious damage. In the smooth-riding Flexi-Van we have no breakage."



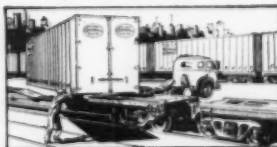
"Flexi-Van's fast, dependable delivery in any weather is a big help in holding down inventory and keeping a smooth flow of flooring from our factory to the job."

New York Central Railroad

Write: R. L. Milbourne
Director of Flexi-Van Sales & Service
N. Y. Central, 466 Lexington Ave., New York 17, N. Y.



Your freight is loaded, locked in under your supervision.



Van boards freight train at trackside. Transfer time, 4 minutes.

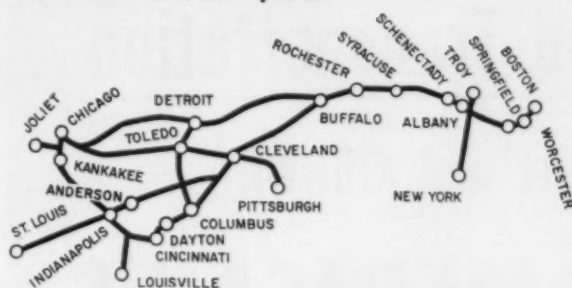


Shipment rides low, well cushioned aboard high-speed cars.



Beats trucks on long hauls. Two pick-ups or three deliveries.

New York Central System



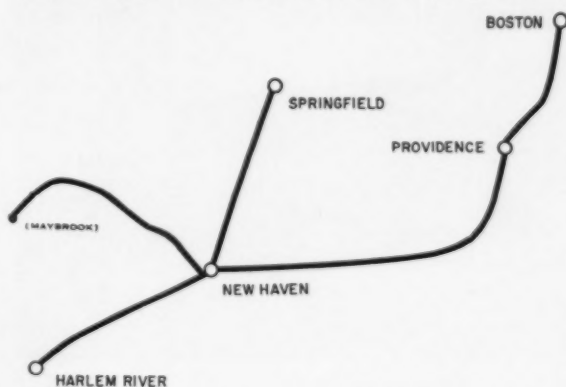
Plans 2, 3, and 4; interline arrangements AT&SF, CMStP&P, CB&Q, MP; negotiating with other lines. Flexi-Van Service, door-to-door employing demountable vans. Captive method, handling only freight on rail billing, and the pickup and delivery service performed by New York Central Transport Co., a wholly owned subsidiary of the NYC. Arrangements have been made for the movement of perishables in refrigerated service. Since Flexi-Van Service is relatively new, considerable expansion is expected. (Service to Danville, Ill.; Elkhart, Ind.; South Bend, Ind.; Mishawaka, Ind.; Springfield, Ohio, Tecumseh, Mich., and Bay City, Mich. expected soon.)

TOFC Loadings by Number of Cars

Total Loads	Weekly Average
1958—276,767	1958—5322
1957—249,065	1957—4790
1956—207,783	1956—3996
1955—168,150	1955—3234

As reported to the Car Service Div.,
Association of American Railroads

New York, New Haven and Hartford Railroad



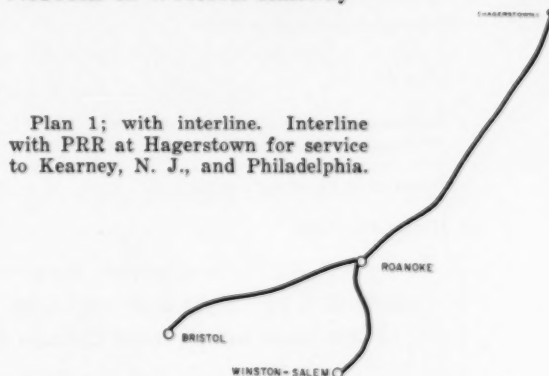
Plans 1, 2, and 3. Plan 2 interline with AD&N, A&LM, AT&SF, B&LE, CB&Q, C&EI, CMStP&P, C&NW, CRI&P, C&S, DL&W, D&RGW, Erie, FW&D, IC, KCS, KO&G, L&WV, LV, L&A, MP, M&StL, MKT, MKTT, MStP&SSM, Monon, NJI&I, NYC&StL, NP, PRR, StLSF, StLSF&T, StLS, SP, T&P, TNM(T&P), UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge.

Nickel Plate Road (NYC&StL)



Plans 2 and 3; interline with AD&N, A&LM, AT&SF, B&LE, B&M, CB&Q, C&EI, CofNJ, C&NW, CRI&P, C&S, DK&S, DL&W, Erie, FW&D, GC&SF, KCS, L&A, LV, L&WV, M&C, MKT, MK&TofT, Monon, MP, M&StL, NYNH&H, NYS&W, NorPac, P&SF, P&WF, RDG, StLSF, StLSFofT, StLSW, SoPac, T&NM, T&NO, T&P, UP, Wabash, WM, WMW&MW, WP. Rail billed truckload freight at truck competitive rates.

Norfolk & Western Railway



Plan 1; with interline. Interline with PRR at Hagerstown for service to Kearney, N. J., and Philadelphia.

New York, Susquehanna & Western



Plan 2; interline with DL&W, Erie. Rail billed truckload freight at truck competitive rates.

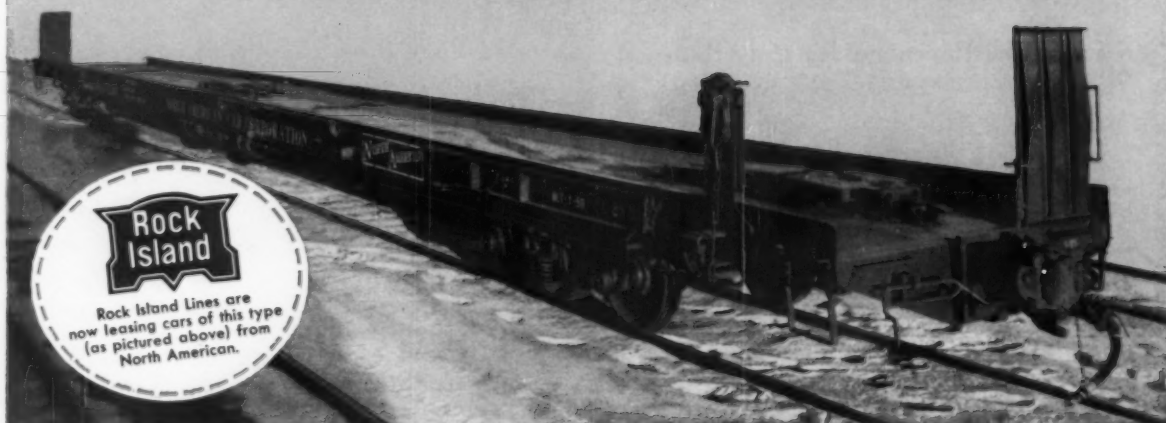
For Fully Integrated Transportation

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MR. SHIPPER! Are you familiar with Piggy-Back Plan IV? If not, here it is . . . Plan IV covers the rail movement of shipper trailers and shipper flat cars. As the shipper you handle trailers to and from railroad, load and unload flat cars. The railroad performs origin-to-destination movements only. As a result, rates are based on a flat charge per car (2 trailers). Simplify your rate problems and lower your distribution costs.

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DESIGNED AND BUILT WITH YOU IN MIND

- Engineered for any and all trailers without modification.
- Favorable Leasing Terms.
- Roller Bearings.
- Finest Tie-Down Equipment.
- Loading and unloading time figured in seconds.
- Handles either 2—40' trailers, containers, or a combination of trailer and containers.

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NORTH AMERICAN CAR CORPORATION

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Circle No. 21 on Card, Facing Page 147, for more information

Railroad Mileage Between U.S. Cities

Shown below are the short-line distances in miles between 36 railroad centers. The basic source for this material was Chicago and Eastern Illinois Fast Frater Tariff, ICC Docket 28,300. Similar tariffs were studied to extend coverage to other points

[illegible]

Prepared in cooperation with the Baltimore and Ohio Railroad and the New York Central System

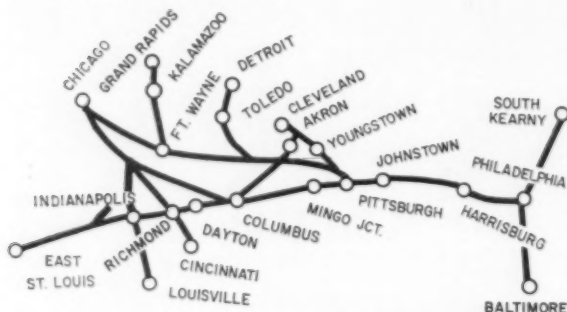
Mileages include all railroads not just lines over which TOFC is offered

Northern Pacific Railway

Plans 2, 3, and 4; interline with CB&Q, C&NW, CRI&P, and M&StL, Soo Line, SP&S and SP. Rail billed 1st freight at rail rates. Rail billed 1st freight at truck competitive rates. Both local and interline service is available between principal points on a system-wide basis and is available to and from all Northern Pacific stations in Montana, through a service arrangement with Northern Pacific Transport Co., a wholly-owned subsidiary.



Pennsylvania Railroad



Plans 1, 2, and 3; interline with AT&SF, B&M, CB&Q, CNW, CRI&P, D&H, IC, LI, MKT, MP, NYNH&H, N&W, StLSF, StLSW, Soo, Wabash. Rail billed 1st freight between Chicago and Cincinnati only on a daily basis; irregularly between other points. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge.

Pittsburgh and Lake Erie

The P&LE operates Flexi-Van Service under Plans 2 and 3 as a part of the New York Central System. For details and map see New York Central System listing.

Quanah, Acme & Pacific Railway

Plans 2, 4, and 5; Plan 2 interline with the Frisco and FW&D via Frisco—QA&P—QUANAH—FW&D. Plan 4 in connection with the Frisco and ATSF via Frisco—QA&P—Floydada—Santa Fe. Plan 5 in connection with the Frisco and concurring motor carriers via Frisco—QA&P—Floydada, Texas, thence motor carriers beyond. (See St. Louis-San Francisco.)

Richmond, Fredericksburg & Potomac

Plan 1. Present service is limited between Jacksonville, Fla., and Potomac Yard, Va. This service is in connection with the ACL. Effective Nov. 1, through Piggy-Back service will be inaugurated with the SAL and PRR under Plan 3. Service will apply between Kearney, N. J. and Philadelphia, Pa., on the one hand and Atlanta, Ga.; Birmingham, Ala.; Charlotte, N. C.; Jacksonville, Fla.; Miami, Fla.; and Tampa, Fla., on the other.



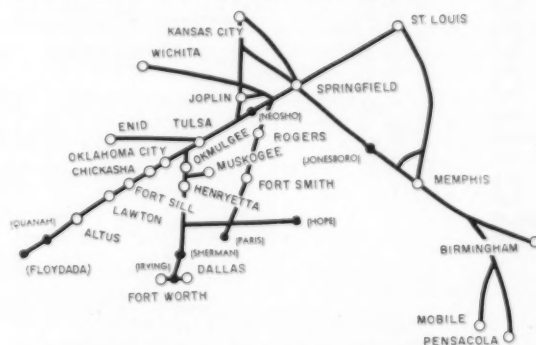
TOFC SERVICES for each railroad are tabulated in the Piggy-Back Service Guide on Page 88. MAPS are indexed by ramps on Pages 111 and 114.

Reading Company



Plans 2 and 3; interline with AD&N, A&LM, AT&SF, CB&Q, C&NW, CRI&P, C&S, DK&S, FW&D, GC&SF, KCS, L&A, MP, Monon, M&StL, NKP, P&SF, StLSW, TNM, T&NO, T&P, UP, Wabash, WMW&NW. Rail billed truckload freight at truck competitive rates.

St. Louis-San Francisco Railway



Plans 2, 3, and 4. Interline with AT&N, ATSF, B&O, C&EI, C&NW, CB&Q, CRI&P, FW&D, GC&SF, IC, KCS, L&A, L&N, MKTT, NKP, PRR, QU&P, StLSW, Sand Springs, SP, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of Frisco Transportation Co., a subsidiary company. (See also Quanah, Acme & Pacific listing.)

SOO LINE RAILROAD EXPANDS *PIGGY-BACK SERVICE*



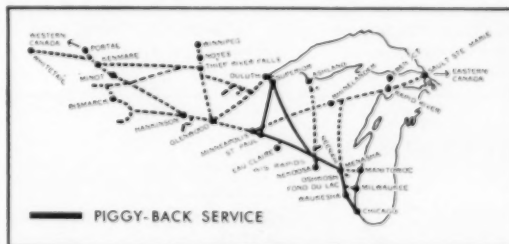
Extends "Rail-Van" Freight between Duluth-Superior and Twin Cities; and between Twin Ports and Chicago

The Soo Line Railroad has just completed expansion of the "Rail-Van" Piggy-Back Service which has grown increasingly popular since it was inaugurated in 1956.

This Fast Modern Transportation of Freight, in truck-trailers riding on railway flat cars, has been provided by Soo Line for nearly three years, with more and more shippers between Minneapolis-St. Paul, Chicago and intermediate Wisconsin points using "Rail-Van" Service.

Now Soo Line has extended "Rail-Van" between the Twin Cities and the Twin Ports of Duluth-Superior; and between Chicago and the Twin Ports. This nearly doubled the Soo Line mileage for Piggy-Back operation in Minnesota, Wisconsin and Illinois.

The expanded service is speeding freight interchanged with Soo Line's many important rail connections on Piggy-Back shipments to and from the East, West, South and Southwest. The extension to the Twin Ports also ties in directly with the recently opened Great Lakes Seaway and its world-wide transportation of Freight by Water.



SOO LINE RAILROAD

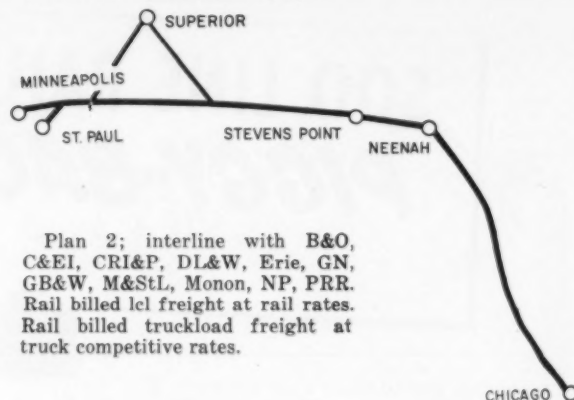
D. C. SIMPSON, Manager, Rail-Van Service
First National-Soo Line Building
Minneapolis 2, Minnesota

St. Louis Southwestern Railway



Plans 2, 3, and 4; interline with B&LE, B&M, B&O, CB&Q, C&EI, CRR-NJ, C&NW, CRI&P, C&S, CSTPM&O, RDG, D&H, DL&W, Erie, FWDC, IC, L&A-KCS, LI, L&N, L&NW, LV, MKT, MoPac, M&StL, NJ&I, NKP, NL&G, NYNH&H, NYS&W, PRR, SP, StLSF, Wabash, WM. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary company, with some rail billed lcl freight in return.

Soo Line (MStP&SSM)



Plan 2; interline with B&O, C&EI, CRI&P, DL&W, Erie, GN, GB&W, M&StL, Monon, NP, PRR. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates.

Southern Pacific Co.

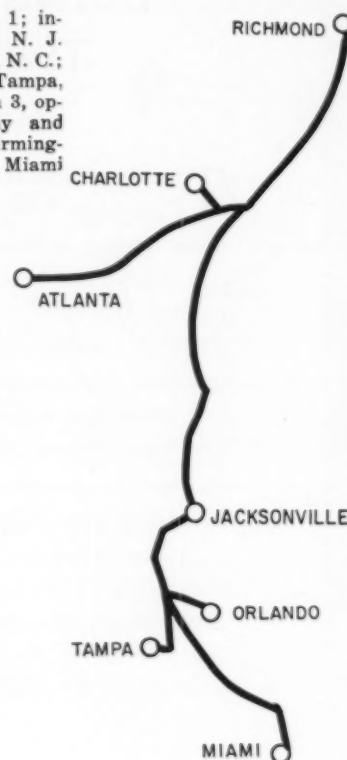


Pacific Lines

Plans 1, 2, and 4; interline with AT&SF, GN, NP, NWP, PE, P&SR, SI, UP, YW. Also joint rates on various lines on limited commodities eastbound and westbound. Rail billed lcl freight at rail rates at our convenience when tonnage warrants. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge.

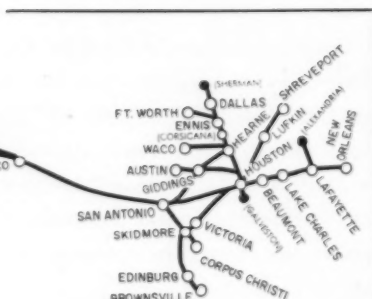
Seaboard Air Line Railroad

Plan 1 service to start Nov. 1; interline with PRR to Kearny, N. J. Service to start from Charlotte, N. C.; Atlanta, Ga.; Jacksonville, Tampa, Orlando and Miami, Fla. Plan 3, operations to and from Kearny and Philadelphia and Atlanta, Birmingham, Charlotte, Jacksonville, Miami and Tampa.

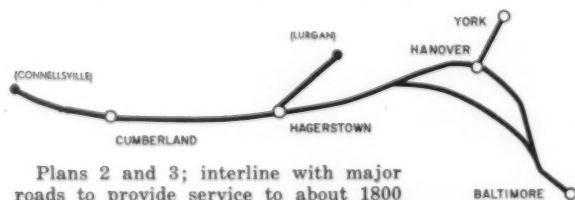


Texas and New Orleans

Plan 2; interline with all lines operating TFC service. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary truck company. T&NO is negotiating Plans 2, 3, and 4. (T&NO is Texas and Louisiana operation of SP.)



Western Maryland Railway

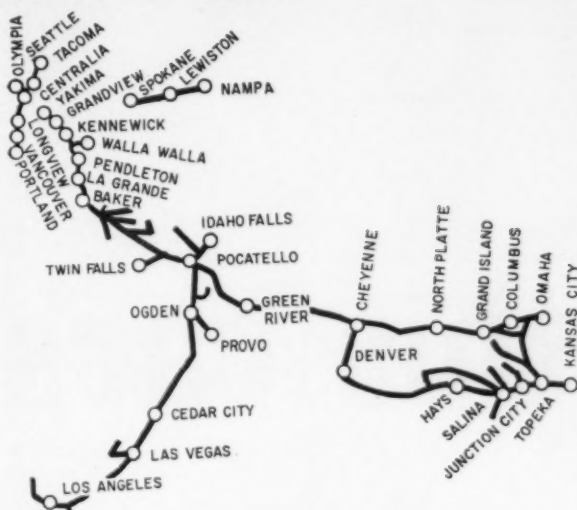


Plans 2 and 3; interline with major roads to provide service to about 1800 stations in Western Trunk Line, Southwestern Lines, and Eastern territories. Rail billed truckload freight at truck competitive rates.

Texas & Pacific Railway

Plans 2, 3, and 4. Interline rates thru St. Louis and Kansas City gateways in connection with MP; with all lines north thereof that have tofe service; with the IC through Shreveport and New Orleans, La.; the L&N through New Orleans; and the StSF through Memphis from limited origins in the Southeast to and from all stations on the T&P, TNM and WMW&NW. (See also Missouri Pacific listing.)

Union Pacific Railroad



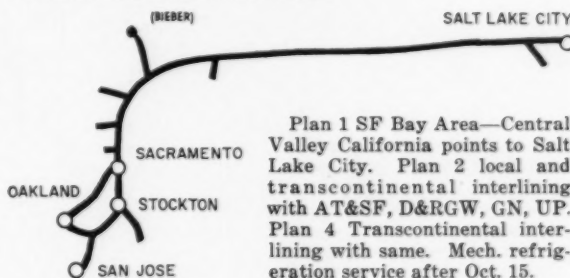
Plans 2, and 4; interline with many connecting lines in offering transcontinental service. Interline and exchange of equipment with C&NW, IC, SP, UP, Wabash, and others. Flatcars owned by UP; tractors and trailers owned by Union Pacific Motor Freight Co., a subsidiary. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Some outside highway contractors are employed to handle trailers to and from ramp points where UPMFCo. does not have operating rights.

Wabash Railroad



Plans 2, 3, and 4; interline with A&LM, AD&N, AT&SF, B&M, M&O, CB&Q, C&EI, C&IM, C&NW, CRI&P, CRRNJ, C&S, D&H, DK&S, DL&W, D&PS, Erie, FW&D, GC&SF, IC, KCS, KO&G, L&A, L&H, LI, L&N, L&NE, LV, L&WV, MKT, MKTT, MP, M&StL, Monon, NJ&I, NKP, NL&G, NYNH&H, NYS&W, PRR, P&SF, RDG, StLSF, StLSFT, StLSW, SP, TNM, T&NO, T&P, UP, WMW&NW, WM.

Western Pacific Railroad



Plan 1 SF Bay Area—Central Valley California points to Salt Lake City. Plan 2 local and transcontinental interlining with AT&SF, D&RGW, GN, UP. Plan 4 Transcontinental interlining with same. Mech. refrigeration service after Oct. 15.

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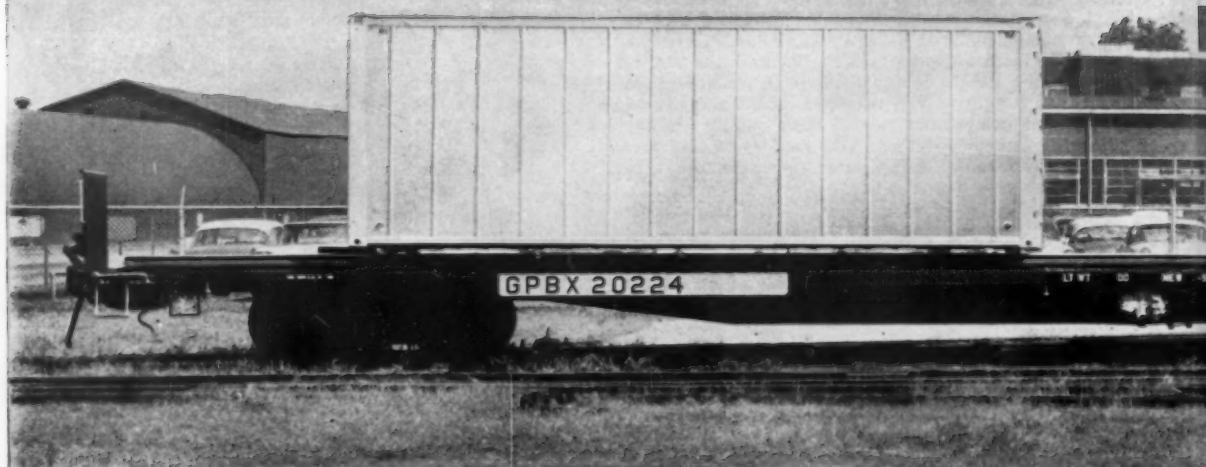
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Please Turn to Page 114

Please Turn to Page 114

this car's g



for containers, auto-carriers, and any kind of trailer...GE

Here's the car that takes anything . . . everything! Load two 40-foot trailers, two auto carriers, three 27-foot trailers, or four 20-foot containers. Accepts any mix of standard semi-trailers, semi-trailers with automatic landing gear, containers, tank containers or moving vans.

The tractor driver is all the personnel you need during loading and unloading. Your switching yard crew is required *only* at arrival and

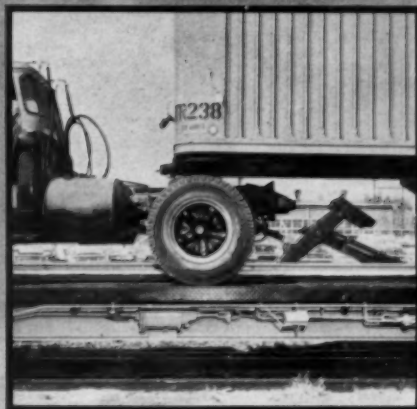
departure of trains to raise or lower the hinged bridging rails. An entirely new automatic tractor-operated hitch does the trick. No jacks, chains or power tools. A unique self-aligning center guide system permits trailers to be backed on *even with no hands on the steering wheel.*

Lower than any other piggyback, the G-85 gives you best clearances for today's maximum height trailers. No side rails—thus no obstacles to tomorrow's wider trailers.

22 in
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and lac
5 to
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100-ca



got it!



r...GENERAL AMERICAN'S new G-85

22 inches total shock absorption! No other car gives so much protection to trailers and lading.

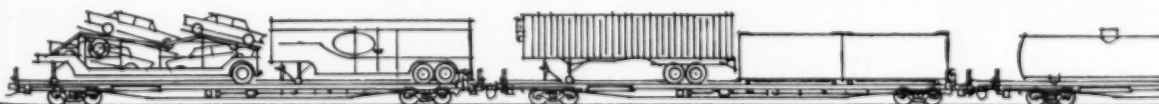
5 tons lighter! You carry an extra million pounds more payload free in every 100-car train.



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MIX THE NEW G-85 WITH EVERY CAR YOU OPERATE whether converted flatcar, special-built piggy-back or General American's own economy R85 Clejan car. No dollies, no special yard facilities, no special tools, no yard crew. Get all the facts on this new car before you buy. For complete technical data, write today.



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for containers, auto-carriers, and any kind of trailer...GE

Here's the car that takes anything . . . everything! Load two 40-foot trailers, two auto carriers, three 27-foot trailers, or four 20-foot containers. Accepts any mix of standard semi-trailers, semi-trailers with automatic landing gear, containers, tank containers or moving vans.

The tractor driver is all the personnel you need during loading and unloading. Your switching yard crew is required *only* at arrival and

departure of trains to raise or lower the hinged bridging rails. An entirely new automatic tractor-operated hitch does the trick. No jacks, chains or power tools. A unique self-aligning center guide system permits trailers to be backed on *even with no hands on the steering wheel.*

Lower than any other piggyback, the G-85 gives you best clearances for today's maximum height trailers. No side rails—thus no obstacles to tomorrow's wider trailers.

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DISTRIBUTION AGE

OCT

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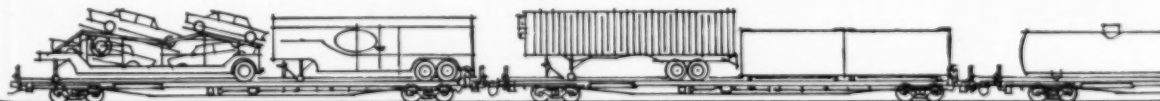
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Directory of U.S. Ports

Listed below are the centers of U. S. import and export commerce. For each there is a list of facilities, ship lines, warehouses, and promotion groups. These groups will supply additional data

Port of Baltimore

Baltimore's imports totalled 16,721,786 tons in 1958. Her exports totalled 5,702,678 tons. There were 5597 sailings.

PIERS AND FACILITIES—32 covered and open piers and facilities for loading and/or unloading 90 vessels. 12 piers and wharves for vessels in coastwise trade and for storage.

Public Ore Piers are B&O, Curtis Bay; Canton RR Cottman Pier, Lower Canton; PRR, Lower Canton; WMRwy., Port Covington. Coal Loading Piers are B&O, Curtis Bay; B&O, Locust Point; PRR, Canton; WMRwy., Port Covington.

Grain Elevators are B&O, Locust Point (3,880,000 bu); PRR, Lower Canton (4,000,000 bu); WMRwy., Port Covington (4,880,000 bu). Fruit Piers B&O United Fruit Co. pier.

Heavy lift pier, B&O Crane Pier, Locust Point (1). Privately Owned Terminals: Rukert Terminals Corp., 1409 Thames St., Baltimore 31. Belt's Wharf Warehouses, Inc., 936 Fell St., Baltimore 31.

SHIP LINES—ANP Line, Alcoa Steamship Co., American & Australian Lines, American & Indian Line, American Export Lines, Inc., American Pioneer Line, American President Lines, American Republics Line, American Scantic Line, Anchor Line, Ltd., Argentine State Line.

Baltimore Steam Packet Co. (Old Bay Line), Barber Line, Barber West African Line, Baron-lino Line, Belgian African Line, Belgian Line, Bermuda Line, Black Diamond Lines, Booth Line, Bristol City Line, Thos. & Jno. Brockebank, Ltd. (Cunard), Brodin Line, Bull Insular Line, C.T.O. Line, Calmar Line, Caribbean Line, Central Gulf Lines, Chargeurs Reunis, Chilean Line, Coldemar Line, Columbus Line, Compania Espanola de Navegacion Maritima, S.A., Concordia Line, Cosmopolitan Line, Crescent Line, Cunard Steam-Ship Co., Ltd.

Daido Line, Daido-Mediterranean Line, De La Rama Lines, Dodero Lines, Eckert Line, Elder Dempster Lines, Ltd., Fabre Line, Farrell Lines, Inc., Fern-Ville Mediterranean Lines, Finland Steamship Co., Ltd., Finnlines, French Line, Grace Line, Grancolumbiana, Ltd.

Hamburg-American Line, Hansa Lines, Head Line & Lord Line, Hellenic Lines, Ltd., Holland-America Line, Holland-In-teramerica Line, Iino Lines, Irish Shipping, Ltd., Isbrandtsen Co., Inc., Isthmian Lines, Isthmian-Matson Joint Service, Ivaran Lines.

Java-New York Line, "K" Line, Khedivial Mail Line, Lampport and Holt Line, Lloyd Brasileiro, Maersk Line, Mamenic Line, Manchester Liners, Ltd., Mexican Line, Meyer Line, Mitsubishi Line, Mitsui Line, Moore-McCormack Lines, Inc.

Naviera Commercial Aspe, S.A., Nedlloyd Line, N.Y.K. Line, Norfolk, Baltimore & Carolina Line, North German Lloyd, Norton Line, O.S.K. Line.

Peninsular & Occidental S.S. Co., Philippine National Lines, Polish Ocean Line, Pope & Talbot Line, Port Line, Ltd., Prince Line, Ltd., Prudential Lines, Quaker Line, Robin Line, Royal Netherlands.

Scandinavian-American Line, The Scindia Steam Navigation Co., Ltd., Seven Stars (Africa) Line, Shinnihon Line, South African Marine Corp., Southern Cross Line, Spanish Line, Stevenson Lines, Swedish American Line & Swedish.

Transatlantic Line, Thornden Lines, Torm Lines, Turkish Cargo Line, United Fruit Co., United States Lines, Vacuba Line, Venezuelan Line, Viking Line.

Ward Line, West Coast Line, Weyerhaeuser Line, Wilhelmsen Line, Wilson Line, Yamashita Line, Yugoslav Line, Zim-Israel American Lines.

PUBLIC MERCHANDISE WAREHOUSES—Baltimore Bonded Warehouse Co., Hillen & Exeter Sts., 2; Belt's Wharf Warehouses, Inc., 936 Fell St., 31.

Camden Warehouses, Camden Station, 1; The Davidson Transfer & Storage Co., 6301 Pulaski Hwy., 3; Delmar Associates, Fisher Rd. & PRR; Fuchs Transfer Co., Inc., Hillen & Exeter Sts., 2; J. Norman Geipe Van Lines, Inc., 6323 Baltimore National Pike, 28; The Orleole Terminal & Transportation Co., 6301 Quad Ave., 5; Rowley Warehousing & Distributing Inc., 601 S. Fulton Ave., 23; Rukert Terminals Corp., 1409-17 Thames St., 31.

The Terminal Warehouse Co. of Baltimore City, Davis & Pleasant Sts., 11; Transit Storage Corp., Washington Blvd. at Canton Ave., Western Maryland Warehouse Co., Hillen & High Sts., 2.

The Baltimore Cold Storage Co., 17 E. Pratt St., 15; Consolidated Cold Storage, 416 Eutaw St., 1; Merchants Terminal Corp., Monument & Forrest, 2.

PORT DEVELOPMENT GROUPS—Maryland Port Authority, Joseph L. Stanton, exec. dir., Pier 2, Pratt St., Baltimore 2.

Port of Boston

The Port of Boston, in 1958 had imports of 4,933,014 tons and exports of 1,515,001 tons. Coastal and intercoastal traffic brought the total up to 20,618,557 tons.

PIERS AND FACILITIES—There are 259 piers and 30 miles of berthing space in the Port of Boston. They are located in South Boston (served by NYNH&HRR), Charlestown (B&MRR), East Boston (NYC-B&A Div. RR) and those in the city proper (Union Freight RR). Terminals are the Army Base, Castle Island and Commonwealth Pier in South Boston; Hoosac Pier, Hoosac Grain Elevator, Mystic Pier Coal Discharging Plant (Mystic Coal Dock Inc.) and Wiggins Terminals, Inc. at Charlestown; the National Dock & Storage Warehouse Co., in East Boston.

SHIP LINES—Alcoa Line, American-

African Line, American and Australian Steamship Line, American Export Lines, American Indian Line, American Manchurian Line, American Pioneer Line, American President Lines, American West African Line, Anchor Line, Argentine State Line, Arrow Line.

Bank Line, Barber-Fern-Ville Line, Black Diamond Line, Blue Funnel Line, Blue Peter Steamship Ltd., Booth Line, Brodin Line, Canada, Cuba, Mexico, Chilean Line, Clan Line, Coldman Line, Concordia Line, Cosmopolitan Line, Cunard Steamship Co., Ltd.

De LaRama Line, Dodero Lines, Louis Dreyfus Lines, Eckert Line, Elder Dempster Lines Ltd., Ellerman's Wilson Line, Farrell Lines Inc., Finland Steamship Co., Inc., Finnlines, French Line, Furness Warren Line.

Grace Line, Gran Columbian Line, Greek Line, Hamburg American Line, Hellenic Lines, Hoegh-Silver Line, Holland-American Line, India American Line, Isbrandtsen Co., Inc., Isthmian Steamship Co., Italian Line, Ivaran Lines.

Java New York Line, Khedivial Mail Line, Kokusal Line, Lampport and Holt Line Ltd., Luckenbach Lines, Maersk Line, Mitsui Line, Montreal, Australia, New Zealand Line, Ltd., Moore-McCormack Lines.

Nedlloyd Line, Nippon-Yusen Kaisha, Norgulf Lines, North American Lloyd Line, Norton Line, Norwegian-America Line.

O.K. Service Line, Osaka Shosen Kaisha, Philippine National Lines, Pope and Talbot, Port and Associated Lines, Ltd., Prince Line, Prudential Line.

Red Star Line, Robin Lines, South African Marine Corp., Southern Cross Line, States Marine Lines, Stevenson Line, Swedish American Line and Transatlantic Steamship Co. (Joint Service).

Thornden Lines, Torm Line, Union Castle Mail SS. Co., United States Lines, U. S. Navigation Co., West Coast Line, Weyerhaeuser Line, Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES—Atlas Terminal Stores, Inc., 312 Congress St., 10; Bill's City Transfer, Inc., 66 Locust St., 25; Boston Storage Warehouse Co., 22 Forsyth St., 15; Boston Tidewater Terminal, Inc., 666 Summer St.; Bowker Storage & Distributing Co., Inc., 313 Congress St., 10.

Eastern Storage Whse. Co., 177 Everett Ave.; Federal Warehouse, Inc., 34 Midway St., 10; Fitz Warehouse Corp., 137 Kneeland St., 11; Hartford Despatch & Warehouse Co., Smith Place; Hoosac Storage & Warehouse Co., Lechmere Square, 41; Kelso Warehouses, Inc., 1-7 Union Wharf, 13.

Merchants Warehouse Co. Operating Charles River Stores, 131 Beverly St., 14; Metropolitan Storage Warehouse Co., 134 Massachusetts Ave., 39; Mills Transfer Co., 51 Sleeper St.

National Dock & Storage Warehouse Co., 25 Lewis St., East Boston 23; New England Storage Warehouse Co., 32 George St., 19; R. A. D. I. N. Inc., 340 Rutherford Ave., 29; Remy Moving & Storage Corp., 727 Shawmut Ave., 19;

Foreign-Trade Zones

Foreign trade zones currently are in operation at the ports of New York, New Orleans, San Francisco and Seattle. They are enclosed areas within which the customs laws on entry of goods and payment of duty are not applicable. While they were originally intended to facilitate trans-shipment and consignment trade, amendment of the Act in 1950 extended the use of zones to manufacturing and exhibition. Considerable savings can sometimes be made in ocean freight, duties, and taxes by shipping unassembled furniture or machinery to a zone and assembling it there.

Service Warehouse Co., 31 Lewis Wharf, 10; Standard Storage Co., 108 Holton St., 35; Suffolk Storage Warehouse Co., 100 Northampton St., 19.

Wiggin Terminals Inc., 50 Terminal St., 29; Commonwealth Ice & Cold Storage Co., 220 Northern Ave.; Quincy Market C. S. & Whse. Co., 173 Atlantic Ave., 10.

PORT DEVELOPMENT GROUPS—Massachusetts Port Authority, 14 Court Sq., Boston, Mass., and Greater Boston Chamber of Commerce, 125 High St., Boston, Mass.

Port of Buffalo

Buffalo is one of the largest Great Lakes ports whose volume of waterborne commerce has been steadily increasing until it now averages over 23 million tons annually.

PIERS AND FACILITIES—74 piers and wharves. Niagara Frontier Port Authority owns and administers the Municipal Piers, the Templeton Terminal and the Buffalo Port Terminal. Switching railroads are the Buffalo Creek RR and the South Buffalo Ry. Line-haul railroads are the B&O, Erie, LV, DL&W, NYC and PRR. The PRR owns a coal, iron ore and limestone dock and the B&O and DL&W own coal wharves.

SHIP LINES—Bristol City Line Steamships, Ltd., Canadian Pacific-Great Lakes Steamship Service, Fabre Line, Finlake Line, Fjell-Fjord Lines, Fjell-Oranje Line, French Line, Furness Great Lakes Line.

Grace Line, Hamburg-American Line, Hapag Lloyd, Liverpool Liners, Ltd., Manchester Liners, Ltd., Montship-Capo Great Lakes Service.

Niagara Lines, Norton Lilly Company, Saguenay Terminals, Stag Line, Ltd., Swedish-American Line, Swedish-Chicago Lines, Wallenius Line.

PUBLIC MERCHANDISE WAREHOUSES—American Household Storage Co., 305 Niagara St., 1.

Bison Storage & Warehouse Corp., 1502 Niagara St., 13; Buffalo Merchandise Warehouses, Inc., 261 Great Arrow Ave., 7.

O. J. Glenn & Son, Inc., 204 Terrace, 2; Grant Terminal Warehouse Co., Inc., 30, Park Ave. & Indiana.

Kencroft Warehouse, Div. Kencroft Malleable Co., Inc., 373 Hertel Ave., 7; The Keystone Warehouse Co., 541 Seneca St., 4; Knowlton Warehouse, Inc., 32 Mississippi St., 3.

Larkin Warehouse, Inc., 139 Van Rensselaer St., 15; Laub Warehouse, 1051 Clinton St., 6; Lederer Terminal Warehouse

Co., Niagara Frontier Food Terminal, 6; Lincoln Carting, Inc., 69 Leddy St., 10; Lincoln Storage, 1109 Niagara.

Merchants Refrigerating Co., 975 Fuhrmann Blvd., 5.

National Terminal & Refrigerating Corp., 197 Scott St., 4; Plymouth Ave. Carting & Moving Co., 33 Plymouth Ave. Rogers Carting & Storage Co., 3612 Main St., 14.

Seneca Warehouse & Industrial Center, Inc., 701 Seneca St., 10; Wilson Warehouse, Inc., 290 Larkin St., 10.

PORT DEVELOPMENT GROUPS—Niagara Frontier Port Authority, John A. Ulinski, exec. dir., 432 City Hall, Buffalo 2, N. Y., Ph. MOhawk 4200.

Port of Chicago

Chicago's port facilities are at three different locations: Navy Pier and North Pier Terminal at the mouth of the Chicago River in Chicago Harbor; Chicago Regional Port District at Lake Calumet; and International Steamship Terminals, Inc., at Calumet River and 95th St. Bridge.

PIERS AND FACILITIES—Navy Pier has dock cranes and 1700 ft of berthing. It is on the C&NWRY. North Pier Terminal has 600 ft of berthing, a 15-ton crane, and dock cranes. It is on the ICRR.

The Chicago Regional Port District provide for 5700 ft of berthage at three transit sheds and a backup warehouse. These facilities are operated by the Calumet Harbor Terminals, Inc., North Pier Terminal and Seaway Stevedoring Company, Inc. The CRI&PRR serves this harbor. Two grain elevators with a capacity of 13 million bushels provide space for berthage up to 723 ft. There is also a crane available at Lake Calumet to handle lifts up to 110 tons. This crane is barge mounted.

International Steamship Terminals, Inc., at the Calumet River and 95th St. Bridge has 1050 ft of berthing. It is served by the Chicago Short Line Ry. Co.

SHIP LINES—American Export Line, Bristol City Line, Canadian Pacific Steamships, Concordia Line, Crescent Line, Cunard Line.

Ellerman Line, Fabre Line, Fjell Line, Fjell & Fjord Lines, French Line, Furness Great Lakes Line, Grace Line.

Hamburg American Line, Hamburg Chicago Line, Head Line, Liverpool Liners, Manchester Liners, Michigan Ocean Line, Midwest Oceanic Line, Montship-Capo Line, Niagara Line, Nordlake Line, North German Lloyd.

Oranje Line, Poseidon Line, Swedish

American Line, Swedish Chicago Line, Transcaribbean Line, Zim Israel Line.

PUBLIC MERCHANDISE WAREHOUSES—Anchor Storage Co., 251 E. Grand Ave., 11.

Bly Storage Co., 7634 So. Halsted St., 20; C & A Terminal Co., 3536 So. California Ave., 32; Calumet Harbor Terminals, Inc., 12800 Calumet Harbor Dr., 33; Calumet Industrial District Co., 1501 E. 96th St., 19; Central Cold Storage Co., 350 No. Dearborn St., 10; City Products Corp., 33 S. Clark St., 3; Crooks Terminal Warehouses, Inc., 433 W. Harrison St., 7; Currier-Lee Warehouses, Inc., 427-73 W. Erie St., 10.

Don Building Corp. Warehouse Div., 500 W. Cermak, 16; Equipment Storage Corp., 7446 S. Ashland Ave., 36; Expressways Terminals, Inc., 361 N. Sangamon St., 7.

General Forwarding Co., Inc., 1213 W. Carroll Ave., 7; General Whse. & Transfer Co., 6819 W. North Ave., Oak Park; Goose Island Warehouse, Inc., 1127 W. Division St., 22; Griswold & Bateman Warehouse Co., 1525 Newberry Ave.

Hammond Warehouse Co., 4551 S. Racine Ave., 9.

Jefferson Park Warehouse Co., 255 E. South Water St., 1; Jetco Warehouses, Inc., 917 No. Paulina St., 22; Kelmer River Terminal, 1337 W. 37th Pl., 9; Edward Lasham Co., 1545 S. State St., 5.

Merchants Warehouse Co., 310 W. Polk St., Midland Warehouses, Inc., 1500 S. Western Ave., 8; Mitchell Jackson, Inc., 1107 S. Washtenaw Ave., 12.

Nelson Warehouse & Express Co., 1119 E. 42nd St., 15; New York Central Warehouses, 115 W. Taylor St., 5; North Pier Terminal Co., 444 N. Lake Shore Drive, 11.

Packers Terminal & Warehouse Corp., 4000 Packers Ave., 9; Producers Warehouse Company, 344 North Canal St., 6.

Reebie Storage & Moving Co., Inc., 2325 N. Clark St., 14; Republic Warehouse Corp., 57 E. 21st St., 16; Riverside Warehouse of Anchor Stge. Co., 219 E. North Water St., 11; Rizzo Bros. Warehouse Co., 1750 W. Wrightwood Ave., 14.

Soo Terminal Warehouse, 519 W. Roosevelt Rd., 7; Storlt Warehouse, Inc., 3300-24 W. Cermak Rd., 23; Sykes Terminal Warehouse Co., 931 W. 19th St., 8.

Thomson Terminals, Inc., 346 W. Kinzie St., 6.

United Warehousing Co., 480 E. 14th St., Lincoln Hwy., Chicago Heights.

Wacker Warehouse Co., Inc., 430 E. Wacker Drive; Wakem & McLaughlin, Inc., 225 E. Illinois St., 11; Western Warehousing Co., 323 W. Polk St., 7; West Side Warehouse Co., 47 North Talman Ave., 12.

Booth Cold Storage Co., 109 W. Kinzie St., 10; Chicago Cold Storage Div. Beatrice Foods Co., 1326 S. State St., 6; Columbia Warehouse Co., 4119 S. Union Ave., 9; Continental Freezers of Ill., Inc., 4230 S. Kildare Blvd., 32.

Fulton Market Cold Storage Co., 1000 Fulton St., 7; Mid-City Cold Storage Co., 30 N. Green St., 7; North American Cold Storage, 345 N. Canal St., 6; Produce Terminal Cold Storage Co., 1550 Blue Island Ave., 8.

The United States Cold Storage Corp., 2055 W. Pershing Rd., 9; Western Refrigerating Co., 350 N. Dearborn, 10; Zero Food Storage Corp., 4057 S. Halsted St., 9.

PORT DEVELOPMENT GROUPS—Department of the Port of Chicago, City of Chicago, Captain John Manley, port director, Navy Pier. Phone: RAndolph 6-8000. Chicago Regional Port District, Maxim M. Cohen, general manager, 360 North Michigan Ave. Phone: FRanklin 2-5632. Chicago Association of Commerce and Industry, Thomas H. Coulter, chief executive officer, 30 W. Monroe St. Phone: FRanklin 2-7700.

Port of Cleveland

The harbor consists of the outer harbor and an inner harbor. The outer harbor has been formed by the means of some 5½ miles of breakwater. It has a minimum channel of 22 ft. The Pennsylvania. (Please Turn Page)

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New York Central, Erie and Baltimore & Ohio Railroads own their own docks.

The inner harbor consists of the Cuyahoga River and its old channel, now known as the "old river bed."

SHIP LINES—Orient Mid-East Line.

PUBLIC MERCHANDISE WAREHOUSES—Acme Whse. & Dist. Terminal, Inc., 3112 W. 63rd St.; Assembly Distribution Service Inc., 1280 E. 38th St., 14. Bramley Storage Co., 13000 Athens Ave., 7; The Buyers Terminal & Whse. Co., 2775 Pittsburgh Ave.

Central Terminal Whse. Co., 6114 Broadway, 27; The Cleveland Stevedore Co., 1000 Public Square Bldg., 12; Cleveland Terminal Whse. Co., 1505 Broadway 15; The Conaty Whse. Co., 654 Leader Bldg., 14.

Distribution Terminal Whse., 1998-2012 W. 14th St.

E & R Cartage & Storage Co., 814 Engineers Bldg., 14. The Greeley-General Whse. Co., 1505 Broadway, 15.

Hell's Windermere Storage Co., Inc., 14441 Euclid Ave., 12.

Lederer Terminal Whse. Co., Ft. E. Ninth St., 14; The Lincoln Storage Co., 11201 Cedar Ave., 6.

National Commercial Whse. Co., 2719 E. 75th St., 4; National Terminals Corp., 1220 W. 9th St., 13; The Neal Storage Co., 7118 Carnegie Ave., 3.

Otis Terminal Whse. Division of Gera Corp., 1300-35 W. 9th St., 13; D. H. Overmyer Whse. Co., 1192 E. 40th St., 14. Railway Warehouses Div. of Gera Corp., 1300 W. 9th St., 13; Reserve Terminals, 1277 E. 40th St.

George K. Scott & Co., 1838 E. 55th St.

PORT DEVELOPMENT GROUPS—The Port of New York Authority, Terminal Tower Bldg., Howard F. Lemmon, Manager Cleveland Trade Development Office.

Superior Warehouse Company, 1417 Banks Ave.

PORT DEVELOPMENT GROUPS—Seaway Port Authority of Duluth, 909 Alworth Bldg. Duluth Superior Board of Harbor Commissioners, 1323 Broadway, Superior, Wis.

Port of Houston

The Port of Houston had during 1958, imports of 3,349,857 and exports of 8,857,662 tons. It served 4374 ships.

PIERS AND FACILITIES—19 wharves capable of handling 24 ships, one with a bulk material unloading tipple, and facilities for handling liquid bulk products and a public grain elevator are owned and operated by the Port of Houston. All are on Houston Belt and Terminal R.R. Privately owned terminals for hire include Long Reach Docks, Sprunts Docks, Adams Terminal, Manchester Terminal, Hess Terminal, Byers Barge Terminal, Houston Barge Terminal, Southern Barge Terminal, and Walton & Son Barge Terminal.

SHIP LINES—Baron Line, Brocklebanks Cunard Line, Bloomfield S.S. Co., Belgio Swedish Lines, Bank Line.

Crescent Line, C.T.O. Line, Cunard Line, Canadian-Gulf, Central Gulf Mediterranean Lines, Central Gulf-Persian Gulf Line, Central Gulf-South American Line, Central Gulf, World Wide Full Cargo Service, C. A. Venezolana De Nave-

gacion (Venezuelan Line), Coldemar Line, Concordia Line, Cubamar Line, Chemical Carriers, Corporacion Peruana de Vapores, S.A., Chilean Line.

Deppe Line, Delta Line, Dodero Line, Daido Lines, Fabre Line, Fern-Ville Far East Lines, French Line, Grancolombiana, Flota Mercante (Grancolombiana Line), Gulf-West Africa Line, Gulf & South American S.S. Co., Inc. Garcia Line, Guatemala Line.

Hamburg-American Line, Hansa Line, Harrison Line, Hoegh Line, Holland-American Line, Independent Gulf, Inter American Maritime, Inasco Lines, Isthmian Lines, Inc. Java New York Line, Kawasaki "K" Line.

Levant Line, Lykes African Line, Lykes Orient Line, Lykes United Kingdom Line, Lloyd Brasileiro, Mamenic Line, Montreal Shipping Co., Matson Lines, Mitsubishi Line, Mexican Line, Mitsui.

Nopal Line (Northern Pan America), North German Lloyd, Nippon Yusen Kaisha, Nervion Line, Nedlloyd Line, Navegazione Alta Italia (Creole Line), Ocean Stinnes Line, O.S.K. Line, Polish Ocean Line, Pan-Atlantic Steamship Corp. Royal Netherlands Lines.

Sidarma Line, Scandinavian-American Line, Surinam Navigation Co., South African Marine Corp., States Marine-Continental Service, States Marine-Far East Service, States Marine-Mediterranean Service, States Marine-World Wide Full Cargo Service, Swedish-American Line, Shinnihan Line.

United States Line (American Pioneer), United Fruit Co. West Coast Line, Wilhelmsen Line, Ward Line, Waterman Steamship Corp. Zim Israel America Line.

PUBLIC MERCHANDISE WAREHOUSES—American Warehouses, Inc., 1918 Collingsworth, 1.

Buffalo Whse. Co., 1 Main St., 2. Central Forwarding, Inc., 1121 Rothwell St. Section, 1; Coffield Whse. Co., 15 Japhet St., 20. Federal Whse. Co., 2009 Nance St.

General Whse. Co., 1201 Commerce St., 1. Herrin Transfer & Whse. Co., 70 Dowling St., 3; Houston Bonded Whse., 2000 Nance, Houston Central Whse. & Cold Stge. Co., P. O. Box 85, 800 Middle St., Houston Terminal Whse. & Cold Stge. Co., 701 N. San Jacinto St., 2; Houston Whse. Service Inc., 905 Live Oak St., 3; Hudson Transfer & Whse. Co., 1917 Winter St., 10.

Long Reach Docks, P. O. Box 2588, 1. Patrick Shipside Whse., 74th & Wingate.

San Jacinto Bonded Warehouses, Inc., 1901 Commerce, Security Transfer Co., P. O. Box 2095; W. R. Smith Transfer Storage & Warehouse Division, 1120 Lockwood; Southern Whse. Corp., P. O. Box 870, 1.

T.P.C. Storage & Transfer Inc., 2301 Commerce Ave., 2; Texas Service Whse. Co., 702 Pine St. Union Transfer & Storage Co., 2202 Nance St., Box 306, Universal Terminal Warehouse Co., 1006 Washington Ave.

Wald Terminal Warehouse Co., Inc., 902-920 Live Oak St., 1; Woolford Whse. Co., 1918 Collingsworth.

PORT DEVELOPMENT GROUPS—Harris County Houston Ship Channel Navigation District, J. P. Turner, general manager, 1519 Capitol Ave., Houston 1, Texas Ph: Capitol 5-0671.

Port of Long Beach

The Port of Long Beach handled tonnage of 8,845,213 and had 1877 sailings in 1956-57.

PIERS AND FACILITIES—Iron Ore Loader, Pier D. Heavy-Lift Piers: Pier D equipped with 3 gantry cranes.

Duluth—Superior

During 1958, there were 2543 ship arrivals at the Duluth-Superior harbor and 2521 departures.

Receipts totaled 5,055,087 short tons, while shipments totaled 29,458,766 short tons.

PIERS AND FACILITIES—Berthing Area—2100 lineal ft with plans for 6000 lineal ft in 1960. Depth of water bordering 120-acre site is 30 ft.

Elevator A. General Mills Co., 2,300,000 bu. Elevators E, F, G & I, Norris Grain Co., 4,000,000 bu. Capitol Elevator, Division of International Milling Co. Elevators 4, 5, 6 & 7, 4,200,000 bu. Occident Elevator, Russell Miller Milling Co., 4,500,000 bu.; Peavey Elevator, Globe Elevators, Division of F. H. Peavey & Co., 6,000,000 bu.

Cargill Elevator Co., 2,400,000 bu. Osborne-McMillan Elevator Co., 4,500,000 bu. Globe Elevator Co., Division of F. H. Peavy Co., 4,200,000 bu.; Archer Daniels Midland Co., Two Elevators S and X owned by the Great Northern Railway, operated by the above firm. Combined capacity of both elevators: 12,200,000 bu. Northern Cold Storage & Warehouse Dock, 7th Ave., West.

Duluth Terminal & Cold Storage Co., Dock, 9th Ave., West.

SHIP LINES—Poselidon Lines.

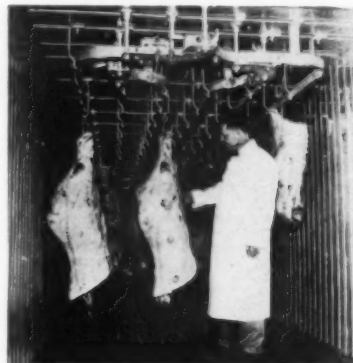
PUBLIC MERCHANDISE WAREHOUSES—Murphy Warehouse Co., 2231 W. 1st.

Northern Cold Storage & Warehouse Co., 7th Ave. W&RR St., 2; Security Storage Co., 106 Lake Ave., S.

Duluth Terminal & Cold Storage Co., 9th Ave. W. & Railroad.

Superior & Duluth Transfer Co., 911 Tower Ave.

Meat Trailer Trolleys



Six trolley rails in a specially insulated Brown trailer have made it possible for the Elburn Packing Co. to cut its meat loading and unloading time in half. The 35-ft. reefer's trolley reduces the number of men necessary for meat handling and also eliminates lifting, crating, and rehooking operations. There are six longitudinal meat rails with five switches at the rear of the trailer. They attach to the adapter rails which attach to the center trolley rail. Meat is rolled directly from warehouse to trailer's center trolley



Port of Los Angeles

The Port of Los Angeles last year had imports of 8,665,041 and exports of 10,029,559 tons. There were 4415 sailings.

PIERS AND FACILITIES—There are over five miles of municipal wharves, 7020 acres of land and water area, 26 modern ship terminals, 162 acres of shed, wharf and platform space. The Harbor Belt Line Railroad, connects it with three major railroads. There are 200 trucking firms.

SHIP LINES—Alaska Freight Lines, American Mail Line, American President Lines, Barber Steamship Line, Barber Wilhelmsen Line, Blue Star Line, Inc. Catalina Island Sightseeing Lines, Crusader Line, Chilean North Pacific Line.

Daido Line, De Vries Pazifik Line, Fern-Ville Far East Line, French Line, Furness Line.

Grace Line, Hamseatic Vaasa Line, Holland-America Line, Iino Lines, Italian Line, Italmavi Line, Java Pacific & Hoegh Lines, Johnson Line.

Klaveness Line, Knutsen Line, Luckenbach Steamship Co., Inc. Maersk Line, Matson Lines, Mitsui Line, Moller Steamship Co., Inc.

Nedloyd Line, Nippon Yusen Kaisha, Nitto Shosen Co. The Oceanic Steamship Co., Fred. Olsen Line, Oliver J. Olson & Co., Osaka Shosen Kaisha, Ltd.

Pacific-Australia Direct Line, Pacific Far East Line, Inc., Pacific Islands Transport Line, Pacific Orient Express Line, Pacific Republic Lines, Pan Atlantic Steamship Corp., Pope & Talbot Lines, Prince Line.

Royal Mail Lines, Saguenay Terminals, Union S. S. Co. of New Zealand, United Fruit Co., Waterman Line, Westfal-Larsen Co. Line, Weyerhaeuser S. S. Co.

PUBLIC MERCHANDISE WAREHOUSES—Bekins Van & Storage Co., 1335 S. Figueroa St. 15.

California Whse. Co., 1248 Wholesale St. 21; H. G. Chaffee Whse. Co., 912 E. 3rd St. 13; Citizens Whse., 1001 E. 1st St. 12; J. A. Clark Drying Co., Ltd., 125 Santa Fe Ave. 12.

Davies Whse. Co., 164 S. Central Ave. 12; Jennings-Nibley Whse. Co., Ltd., 440 Seaton St. 13; Metropolitan Whse. Co., 1340 E. 6th St. 21; Overland Terminal Whse. Co., 1807 E. Olympic Blvd. 21.

Pacific Coast Terminal Whse. Co., 4802 Loma Vista Ave. 53; Pacific Commercial Whse., Inc., 923 E. 3rd St. 13; Pacific Transportation & Whse. Co., Inc., 760 Mission Rd.

Republic Van & Storage Co., Inc., 330 So. Central Ave. 13.

Signal Trucking Service, Ltd., 4455 Fruitland Ave. 58; Star Truck & Whse. Co., 1817-1855 Industrial St. 21.

Union Terminal Whse., 757 Terminal St. 21; Westland Warehouses, Inc., 4814 Loma Vista Ave. 58; Federal Ice & Cold Storage Co., 4224 District Blvd. 11; Los Angeles Cold Storage Co., 418 S. Central Ave. 13.

Merchants Ice and Cold Storage Co., 548 Seaton St. 13; National Ice & Cold Storage Co., 210 Center St. 12; Pacific Cold Storage, Inc., 2851 E. 44th St. 58.

Terminal Refrigerating Co., 748 Terminal St. 21; Triangle Cold Storage Co., 4800 E. Washington Blvd. 22; Union Ice & Storage Co., 1525 Industrial St. 21.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioners, City of Los Angeles, Bernard J. Caughlin, general mgr., P. O. Box 151, San Pedro, Calif. PH: NEVada 6-1721.

Port of Milwaukee

The port consists of over 400 acres of land located on 2½ miles of shoreline, owned by the City of Milwaukee.

PIERS AND FACILITIES—Facilities include the Municipal Car Ferry Terminal, Municipal Open Dock Terminal, South Pier No. 1, South Pier No. 5, (Tanker Pier), Municipal Transit Shed No. 1, the Municipal Mooring Basin and the Municipal Passenger and Automobile Pier. Facilities are served by the C&NW Ry., the CMSt.P&P and the Soo Line. Grain elevators are operated by the Stratton Grain Co., located on the west bank of the Mooring Basin and Cargill, Inc., located on the South Menomonee Canal.

SHIP LINES—Ahlmann Transcaribbean Line, Anchor Line, Ltd.

Bethlehem Transportation Corp., Boland and Cornelius, Bradley Transportation Co., Bristol City Line, Brown Steamship Co., Buckeye Steamship Co.

Cleveland-Cliffs Iron Co., Cleveland Tankers, Inc., Colonial Steamships Ltd., Columbia Transportation Co. Deppe Line, Fabre Line, Finlake Line, Fjell-Oranje Line, French Line.

Garthland Steamship Co., Grace Line, Great Lakes Transatlantic, M. A. Hanna Co., Hapag Lloyd-A&B Hamburg Chicago Line, Head Line, Huron Transportation Co., Hutchinson and Co. Jupiter Steamship Co.

Kinsman Transit Co. Lake Tankers Corp., Liverpool Liners, Ltd. Manchester Liners, Ltd., Midland Steamship Line Inc., Montship-Capo Line.

NYK Line, Nicholson Transit Co., Niagara Line, Oranje Line, Paterson Steamship Co., Petoskey Transportation Co., Pickands, Mather and Co., Pittsburgh Steamship Co., Poselidon Lines.

Reiss Steamship Co., Sarnia Steamships, Ltd., Schneider Transportation Co., Socony Vacuum Oil Co., Standard Oil Co., Suganay Terminals, Ltd., Swedish American Line, Swedish-Chicago Line.

Tomlinson Fleet, Universal-Atlas Cement Co., Upper Lakes and St. Lawrence Transportation Co., Ltd. Wilson Transit Co., Wisconsin & Michigan Steamship Co., Wyandotte Transportation Co. Yank-canuck Steamships, Ltd. Zim-Israel America Lines.

PUBLIC MERCHANDISE WAREHOUSES—American Whse. Co., 525 E. Chicago St. 2.

Hansen Storage Co., 126 N. Jefferson St. 2; Lincoln Whse. Co., 206 W. Highland Ave. 3; Milwaukee Cold Storage Co., 100 S. 2nd St. Milwaukee Terminal Whse., Inc., 5300 N. Sherman Blvd. National Whse. Corp., 531 S. Water St. 4.

P & V-Atlas Storage, Div. of P & V-Atlas Industrial Center Inc., 647 W. Virginia St. 1; P & V-Atlas Marine Terminal, Div. of P & V-Atlas Industrial Center, Inc., 854 S. Water St. 4; P & V-Atlas Maritime Corp., Sub. of P & V-Atlas Industrial Center, Inc., 647 W. Virginia St. 1.

Terminal Storage Co., 110-12 W. Seebboth St. 4; Badger Cold Storage Co., 1306 N. Fourth St. 12; Wisconsin Cold Storage Co., 344 E. Florida St. 4.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioner, H. C. Brockel, municipal port director, Room 710, City Hall, Milwaukee, Wis.

Port of Mobile

The Port of Mobile consists of over three miles of wharves publicly owned and administered by the Alabama State Docks.

PIERS AND FACILITIES—The Port is served by four trunk line railroads—Frisco, GM&O, L&N, Southern. Served by interchange of Docks' Terminal Railway. Port features 28 general cargo berths, over 3,000,000 sq ft of covered warehouse and transit shed area, bulk material handling plant with three berths (Please Turn Page)

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and five towers for import and export, cotton department, shipside cold storage plant, public grain elevator, facilities for handling bulk liquids, tank storage farms.

SHIP LINES—Alcoa Steamship Co., Inc. Biehl & Co., Inc. Fillette, Green & Co., Inc.

Godwin Shipping Co., Inc., Gulf Steamship Agency, Hansen & Tidemann, Inc. Lykes Bros. Steamship Co., Inc. Norton, Lily & Co.

Page & Jones, Inc. States Marine-Isthmian Agency, Inc., Strachan Shipping Co. United Fruit Co. Waterman Steamship Corp.

PUBLIC MERCHANDISE WAREHOUSES—AAA Warehousing Co., Weinacker Ave. & Canal St., Abb's Moving Service, 50 No. Water St.

Bingham Transfer & Storage Co., 109 N. Commerce St. Finch Warehousing & Transfer Co., Inc., 1505 Telegraph Rd., P. O. Box 1208. Merchants Whse. Co., 717 St. Joseph St. Ogburn-Meador, Inc., 300 N. Water St., Box 391.

PORT DEVELOPMENT GROUPS—Public Relations & Advertising Dept., Alabama State Docks, P. O. Drawer 721; World Trade Committee, Mobile Chamber of Commerce, P. O. Box 1489, Mobile, Alabama.

Port of New Orleans

The Port of New Orleans, in 1958, handled imports of 4,253,000 tons and exports of 6,370,000 tons. There were 4544 sailings.

PIERS AND FACILITIES—Eight and one-quarter miles of wharves publicly owned and administered by the Board of Commissioners of the Port of New Orleans. There is a 7 million bushel grain elevator, two banana unloading terminals and a 25-acre Foreign Trade Zone. All public facilities are served by the Public Belt RR.

Four railroads have privately owned wharves—Illinois Central, Stuyvesant Dock, Southern Pacific cargo wharves, Southern Railway Chalmette Slip, Texas Pacific-Missouri Pacific terminal and Missouri Pacific Ore Tipples. There are several privately owned liquid bulk storage terminals and many private wharves for industrial plants and barge lines.

SHIP LINES—Africa Line, Alcoa SS Co., American Pioneer Line, Argentina State Line, Bank Line, Belize Line, Bergen SS Co., Bloomfield SS Co., A. S. Borgestad Line, Brasileiro Line, Brocklebanks Cunard Service.

CTO Line, Chemical Carriers, Inc., Chetumal Line, Chilean Line, China Merchant SS Navigation Co., Interamericana de Comercio Circle Shipping Co., Clipper Line, Coldemar, Compania Colonial de Navegacion, Continent Line, Creole Line, Cubamar Line, Cunard Line.

Dalco Line, Dalton SS Corp., Delta Line, Deppe Line, Doderro Line, Louis Dreyfus Line, Fabre Line, Fernville-Far East Line, French Line, German Mission, Gracolibiana Line, Guatemala Line, Gulf & Caribbean, Gulf & South American SS Co.

Hamburg-American Line, Harrison Line, Hellenic Lines, Hess, Inc., Lief Hoegh & Co., Holland-America Line, Iino Line, Independent Gulf Line, Inco Line, Isbrandtsen Co., Isthmian Line.

Java-New York Line, Jem Shipping Co., Kawasaki Line, Kerr SS Co., Keystone Line, Larrinaga Steamship Co., Levant Line, Loeliger Line, Lukenbach Gulf Line, Lykes Bros. SS Co.

Mamie Line, Manchester Liners, Mathiasen's Tankers, Matson Navigation Co., Mediterranean Line, Mexican Line, P.

Meyer Line, Mitsui Line, NYK Line, Nedlloyd Line, Nervion Line, Napal Line, F. N. Nordbo Line, Norgulf Line, North German Lloyd Line.

Orient Line, Ocean-Stinnes Line, Pan Atlantic SS Corp. Royal Netherlands Line.

Saguenay Terminals, Ltd., Scandinavian American Line, Seatrain Lines, Shinnihon Line, Sidarma Line, South African Marine Corp., Standard Fruit & SS Co., Harold Strange & Co., States Marine Intracoastal Div., T. J. Steveson & Co., Inc., Strachan Shipping Co., Frank C. Strick & Co.

Trans-American SS Corp., Trans-Atlantic SS Co., Transporte Martimos Mexicanos, Three Bays Line, Turkish Maritime Line, UK Line, Uglands Rederi, United Fruit Line, United Maritime Corp. Venezuelan Line, Vinke & Co. Waterman SS Corp., Watts Watts & Co., West Coast Line, West India Fruit SS Co., Westley Shipping Co., West Line, Wilhelmssen Line, Yugoslav Line.

PUBLIC MERCHANDISE WAREHOUSES—Acme Whse., 1301 Tchoupitoulas St., 13. Calongne Drayage & Storage Co., 2337 St. Louis St. Commercial Terminal Whse., Inc., 1402 So. Peters St.

Dietrich & Wiltz, 428 Julia St., 13; Dockside Warehouses, Inc., 1421 S. Peters St., 4; Douglas Public Service Corp., 113 N. Front St., 1; Dupuy Stge. & Fwdg. Co., 2601 Decatur St.

Fairfax Storage Co., Inc., P. O. Box 5287 Sta. B. Gulf Shipside Storage Corp., 233 St. Maurice Ave., 17. Hayes Drayage & Storage Co., Inc., 1421 S. Peters St., 3; Herrin Transfer & Whse. Co., Inc., 3027 Tchoupitoulas St.

Iberville Warehouses Corp., 324 N. Peters St. Independent Whse. Co., Inc., 725 So. Liberty St.

Jackson Warehouses, Inc., 2941 Royal St.

Kentucky Coffee Whse., 111 Lafayette St., 12; Kramer's Transfer & Stge. Inc., 506 Tchoupitoulas St., 9.

Maloney Trucking & Storage, Inc., 133 N. Front St., 1.

Riverside Whse., Inc., 527 S. Front St. Standard Warehouse Co., Inc., 100 Poydras St., 8.

PORT DEVELOPMENT GROUPS—Board of Commissioners, Walter F. Rayburn, executive general agent, 2 Canal St., New Orleans. Ph: Jackson 2-2551.

Port of New York

In 1957, 69 million tons of freight moved by rail into, out of and through the Port of New York. Of this tonnage, 53.1 million short tons moved into and out of the Port, 6.8 million short tons moved through New York as a gateway for rail interchange, and 18.7 million short tons were transhipped between rails and vessels. In a normal year, 35 million tons of foreign trade moves into and out of New York by vessel.

PIERS AND FACILITIES—Port Authority acquired the terminal facilities of the Erie Basin-Port Authority Piers, the property includes three finger piers, a warehouse pier, modern transit sheds, two breakwaters and 34 acres of upland.

The Port Authority Grain Terminal is a public terminal with storage capacity of 1,800,000 bu. The New York Central System Grain Elevator is at Pier 7 with storage capacity of 1,850,000 bu. The Port has six floating elevators.

The Port offers warehousing space to meet any specific need. There are more than 200 public storage units in the Port District. The Port has 162 general merchandise warehouses providing 18,400,000 sq ft of storage space. Twenty cold storage warehouses have a total capacity of 32,893,000 cu ft.

Railroad - Operated Facilities—Central Railroad of New Jersey; Pier 7, Jersey City, N. J. Erie Railroad; Pier B, Jersey City, N. J. Lehigh Valley Railroad; Claremont Terminal, Jersey City, N. J. New York Central System, Piers 9 and 11, Weehawken, N. J.

SHIP LINES—Ahlmann Transcaribbean Line; Alcoa Steamship Co., Inc.; Alpina Line; America France Line; American & Australian Line; American & Indian Line; American & Manchurian Line; American Banner Lines, Inc.; American Defense Line; American Export Lines, Inc.; American Hampton Roads-Yankee Line; American-Hawaiian SS Co.; American-Israeli Shipping Co.; American Mail Line; American-Mediterranean-Levant Line; American Pioneer Line; American President Lines, Ltd.; American Republics Line; American Seacant Line; American West African Line, Inc.; Amerind Shipping Corp.; Anchor Line, Ltd.; ANP Line; Argentine State Line; Armament Deppe S.A.; Arrow Line.

Barbake Steamship Corp.; Bank Line; Barber Mediterranean Line, Inc.; Barber Line; Barber-West African Line; Baron lino Line; Belgian African Line; Belgian Line; Beigo Swedish Steamship Lines; Bermuda Line; Bermuda & West Indies S. S. Co., Ltd.; Bernstein Shipping Co., Inc.; Black Diamond SS Corp.; Bildberg, Rothchild Agency Corp.; Bloomfield Steamship Co.; Blue Funnel Line; Blue Star Line; Boise-Griffin Steamship Co., Inc.; Booth American Shipping Corp.; Borinquen Steamship Co., Inc.; Boyd, Weir & Sewell, Inc.; Bristol City Line; Bracklebank Line; Brodin Line; Bucaneer Line, Inc.; Bull Lines; Burbank & Co., Ltd.

C.A.V.N. (Venezuelan Line); C. R. Lines; C.T.O. Line; Cairn-Thomson Line; Calmar S. S. Corp.; Canada Asiatic Lines, Ltd.; Canada Levant Line; Canada Steamship Lines, Ltd.; Canadian Pacific S. S.; Capo Line; Caribbean Line; Central American Line; Central Gulf Lines; Chilean Line; Chilean-North Pacific Line; Christensen Canadian-African Line; Clan Line; Coldemar Line; Columbus Line; Compagnie Maritime des Chargeurs Reunis; Companhia Colonial de Navegacao Portugal; Compania Espanola de Navegacion; Maritima S.A.; Compania Transatlantica Espanola, S.A.; Concordia Line; Corporacion Peruana de Vapores; Cosmopolitan Line, Inc.; Costa Rica Line; County Line; Creole Line; Crescent Line; Crosscocean Shipping Co., Inc.; Crusader Line; Cubamar Line; Cunard Steamship Co., Inc.; Currie Line, Ltd.

Daido Kaiun Kaisha, Ltd., Davie Transport Co., Inc.; De La Rama Lines, Delta Lines; Delta Line; Deppe Line; Dickmann & Wright & Pugh; Doderro Lines; Dominican Steamship Line; Donaldson Atlantic Line; Dovar Line.

Eagle Ocean Transport; The East Asiatic Co., Inc.; East Coast Overseas Corp.; Eckert & Co., Inc.; Thor; Eckert Line; Elder Dempster Lines, Ltd.; Ellerman & Bucknall S. S. Co., Ltd.; Ellerman-Fabre Joint Service; Ellerman's Wilson Line, N. Y., Inc.; James W. Elwell & Co., Inc.; Empire Shipping Co., Ltd.; Eurocuba Gulf Line.

Fabre Line; Farrell Lines, Inc.; Fearnley & Eger, Inc.; Federation Line; Fernville Mediterranean Lines; Fernville Far East Lines; Finlake Line; Finland Steamship Co., Ltd.; Finnlines; Fjell Line; Flota Argentina De Navegacion De Ultramar; Flota Mercante Del Estado; Flota Mercante Gracolibiana, S.A.; French Line; Funch Edye & Co., Inc.; Furness Bermuda Line; Furness Great Lakes Line; Furness Prince Line; Furness Red Cross Line; Furness Warren Line; Furness, Withy & Co., Ltd.

Garcia & Diaz, Inc.; Gardiaz Lines; General S. S. Corp., Ltd.; Glaessel Shipping Corp.; Grace Line; Gracolibiana (New York) Inc.; Great Lakes Overseas, Inc.; Greek Line; Guatemala Line; Gulf & South American S. S. Co., Inc.; Gulf West Africa Line.

Hamburg American Line; Hamburg-Atlantic Line; Hamburg-Chicago Line; Hamilton Bros., Inc.; Hansa Lines; Hansen Tidemann, Inc.; Hapag-Lloyd Lines; Harrison Line; F. W. Hartman & Co.,

(Please Turn Page)

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The Port of New York Authority

111 Eighth Avenue, New York 11, New York

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TRADE DEVELOPMENT OFFICES

EASTERN—32 Broadway, New York 4, New York

WASHINGTON—1001 Connecticut Avenue, N.W., Washington 6, D. C.

CHICAGO—Prudential Building, Chicago 1, Illinois

CLEVELAND—Terminal Tower Building, Cleveland 13, Ohio

CONTINENTAL—Zellerstrasse 61, Zurich 2/38, Switzerland

LONDON—130 Fenchurch Street, London, E.C. 3, England

SOUTH AMERICAN—Caixa Postal 5207, Rio de Janeiro, Brazil

CARIBBEAN—Avenida de Diego 312, Santurce, San Juan, Puerto Rico

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City Zone State

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Directory of U.S. Ports...

(Continued from Page 120)

Inc.; Head Line; Hellenic Lines Ltd.; Hill, Inc.; Charles & Sons; Hinkins S. S. Agency; Hoegh Lines; Holland-American Line; Holland Australia Line; Holland Bengal Burma Line; Holland Bombay Karachi Line; Holland East Asia Line; Holland Interamerica Line; Holland Persian Gulf Line; Home Lines; Houston Line.

Iceland Federation Line; Iceland S. S. Co., Ltd.; Iino Lines; Incres-Nassau Line; Independent Gulf Line; Inso Lines; Interocean Line; Irish Shipping, Ltd.; Isbrandtsen Co., Inc.; Israel-America Line, Ltd.; Isthmian Lines; Italian Line; Ivaran Lines.

Java Pacific Line; N. W. Johnson Co., Inc.; Johnson Warren Lines, Ltd.; Jugoslav Line.

K Line; Kawasaki-Far East/New York Line; Kawasaki-Japan/Seattle Vancouver/South Africa Line; Kawasaki-Far East-West Coast Central & South America Line; Kawasaki-Japan-Caribbean Sealine; Kerr Steamship Co., Inc.; Kervin Shipping Corp.; Khedivial Mail Lines; Klaveness Line; Knutsen Lines.

Lamport & Holt Line, Ltd.; Lawes Loring Corp.; Levant Line; Linea Sud-Americana; Liverpool Liners, Ltd.; Lloyd Brasileiro Lines; Lorentzen, Olvind, Inc.; Luckenbach Lines.

New Boxcar Design



"Century Green" box cars, a radical departure from the traditional red rail cars, may soon be showing up on shippers' sidings. The New York Central System recently unveiled this design

MacGregor Shipping Co.; Maersk Line; Mamenic Line; Mamenic International Corp.; Manchester Liners, Ltd.; Manz Line; March Shipping Agency, Ltd.; Marchessini Lines; Matson Navigation Co.; Mexican Line; Meyer Line; Michigan Ocean Line; Mississippi Shipping Co., Inc.; Mitsubishi Line; Mitsui Line; Moller Steamship Co., Inc.; Montreal, Australia, New Zealand Line, Ltd.; Montreal Shipping Co., Inc.; Montship-Capo Great Lakes Service; Moore-McCormack Lines; Mooremack Lines; Moxey-Savon-Lawrie, Inc.; N. Y. K. Line; Pablo P. Mueller, Inc.

National Hellenic American Line; Nautica Line; Naviera Aznar; Naviera Commercial Aspe, S.A.; Naviera Vacuba, S.A.; Nedlloyd Line; Nervion Line; Newtex S. S. Corp.; Niagara Line; Nopal Line; Nordlake Line; North American Line; North German Lloyd; Northern Pan-America Line; Norton Line; Norwegian America Line.

O.S.K. Line; Oceanic Operations Corp.; Oceanic S. S. Co.; Olsen Line Agency, Ltd.; Fred; Orient Mid-East Lines; Oriole Lines; Orion Shipping & Trading Co., Inc.; Orlanda Steamship Line; Osaka Shosen Kaisha; Ocean-Stinnes Lines.

P. & O. Steamship Co.; Pacific-Australia Direct Line; Pacific Far East Line, Inc.; Pacific Islands Transport Line; Pacific Orient Express; Pacific Republics Line; Pacific Steam Navigation Co.; Panama Line; Pan-Atlantic Line; Peabody & Lane, Inc.; Peru Line; Philippine National Lines; Pickford & Black, Ltd.; Polish Ocean Lines; Pope & Talbot Lines; Port Line, Ltd.; Poselidon Lines; Prince Line, Ltd.; Prudential Steamship Corp.; Quaker Line.

Red Star Line; Refrigerated S. S. Line; Robin Line; Rohner Gehrig & Co., Inc.; Wm. J. Rountree Co., Inc.; Wm. Rowland Royal Intercoastal Lines; Royal Mail Lines, Ltd.; Royal Netherlands S. S. Co.; Royal Packet Navigation Co.

Safmarine; Saguenay Shipping Limited; Sagus Marine Corp.; Scandinavian-American Line; Schroeder & McFadden, Inc.; Scindia Steam Navigation Co., Ltd.; Sea Carriers, Inc.; Seatrain Lines, Inc.; Seven Star (Africa) Line; Shaw Savill & Albion Co., Ltd.; Shinnihon Line; Ship Owners' Agency, Inc.; Sidarma Line; Sitmar Line; Smith & Johnson, Inc.; South African Marine Corp., Ltd.; South Atlantic Steamship Line, Inc.; Southern Cross Line; Southern Lines; Spanish Line; Standard Fruit & S. S. Co.; States Line-States Steamship Co.; State Marine-Isthmian

Agency, Inc.; States Marine Lines; T. J. Stevenson & Co., Inc.; Stevenson Lines; Stockard Steamship Co.; Strachan Shipping Co.; Surinam Line; Swedish American Line; Swedish-Chicago Line, Ltd.; Swedish Transatlantic Line; Swiss Shipping Co., Ltd.; Sword Line, Inc.

Texas Line; Texas Transport & Terminal Co.; Thorden Lines; Thule Ship Agency, Inc.; Torm Lines; Transamerican Shipping Corp.; Transportadora Maritima Venezolana; Transportes Maritimos; R. J. Trodden & Co.; Turkish Cargo Line.

Union Castle Mail S. S. Co.; Union S. S. Co., of New Zealand, Ltd.; United Fruit Co.; United States Lines; United States Navigation Co., Inc.; Vaccaro Line; Vacuba Line; Venezuelan Line; Viking Line.

Wallenius Line; W. F. Walsh; Ward-Garcia Corp.; Ward Line; Waterman Steamship Corp.; Wessel, Duval & Co., Inc.; West Coast Line, Inc.; Westfal-Larsen Co.; West Indian Fruit & Steamship Co., Inc.; West India Line; West India S. S. Co.; West Line, S.A.; Westley Shipping Co., Inc.; Weyerhaeuser Line; Whitney & Co., J. F.; Wilhelmsen Line; William Reardon Smith & Sons, Ltd.; Wilson Line; J. H. Winchester & Co., Inc.; World Bulk Shipping Ltd.

Wamashita Line; Yugoslav Line. Zim-Israel-American Lines.

Modern Freight Terminal



Construction of a modern freight terminal with extensive vehicle maintenance and service facilities is planned by Chicago Express, Inc., at Kearny, N. J. Included in the project is a three-story unit to house the motor carrier's general offices. The new terminal of masonry and steel frame construction with brick facing will be situated on a 4½-acre site

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PUBLIC MERCHANDISE WAREHOUSES

—Baker & Williams, 415 Greenwich St., 13; Baltimore & Ohio Stores, Inc., Pier 39, North River, 14; Beard's Erie Basin, Inc., 21 State St., 4; Becker Whse. Co., 1025 E. 149th St., 55; Bronx Refrigerating Co., 520 Westchester Ave., 55; Commonwealth Whse. & Storage, 533 W. 34th St., 1; Daniels & Kennedy, Inc., 290 South St., 2; Distributors Whse. Service, Inc., 841 E. 135th St., 54; Ellinger's Fireproof Whse., Inc., 507 Hudson St., 14.

A. O. Feldelson, Inc., 239 11th Ave., 1; Fidelity Whse. Co., 286 South St., 2; Gardner Whse. Co., 12th Ave. & 59th St.

C. C. Hamilton Co., 84 South St., 7; Harris Warehouses, Inc., 246 South St., 2; Holland Terminal Corp., 521-523 Broome St., 13; Independent Warehouses, Inc., 415 Greenwich St.

Jane Street Whse., Inc., 124 Jane St., 14; L & F Stores, Inc., 15 Worth St., 13; Mercer Storage Co., Inc., 780 E. 132nd St.; Midtown Whse., Inc., 601 W. 26th St., 1.

Nevins Whse. & Trucking Corp., E. 132nd St. & St. Ann's Ave., 54; Norman Storage & Trucking Co., Inc., 10-12 Leonard St., 13; North River Stores, Inc., 217 Washington St., 7; Pennsylvania Storage Whse. Corp., 601 W. 28th St., Plymouth Warehouse Corp., 110 Horatio St., Port Warehouses, Inc., 47 Vestry St., 13.

Shepard Warehouses, Inc., 667 Washington St., 14; Singer Trucking & Whse. Co., 149th St. & East River, 55; Henry I. Stetler, Inc., 84 Bank St., 14; Unity Whse. Co., Inc., 387 Greenwich St., 13; West Side Warehouses, Inc., 7 Harrison St., 13.

PORT DEVELOPMENT GROUPS—The City of New York Department of Marine and Aviation, Battery Maritime Bldg., New York 4, N. Y. Commissioner: Vincent A. G. O'Connor. The Port of New York Authority, 111 8th Ave., New York 11, N. Y. Exec. Dir. Austin J. Tobin.

Norfolk and Ports of Hampton Roads

Hampton Roads, in 1957, had imports exceeding six million tons. The export trade was 5 1/4 million tons.

PIERS AND FACILITIES—Continental Grain Co. at Sewells Point, Norfolk, has an elevator located near the Norfolk and Western Piers A and B, with a capacity of two million bushels.

SHIP AGENCIES—Cavalier Shipping Co., Chargeurs Reunis Compagnie De Transports Oceaniques, Dichmann, Wright & Pugh, Inc., Hampton Roads Steamship Agency, Inc., Hipage Co., Inc., Lavino Shipping Co., O.S.K. Line (Hampton Roads Steamship Agency), United States Line.

PUBLIC MERCHANDISE WAREHOUSES—D. D. Jones Transfer & Whse. Co., Inc., 209 W. Main St., Jones Whse. Corp., 519 Front St., 7; Merchants Waterfront Whse. Corp., 701 Front St., 10; New-Bell Storage Corp., 3489 Westminister Ave., P. O. Box 2140, 1; Security Storage & Van Co., 530 Front St., 10; Southgate Storage Co., Inc., 239 Tazewell St., 1; Tanner's Transfer & Storage, 704 Union St., 10; Virginia-Carolina Distributors, 701 Front St., Bousch Cold Storage Plant, Bousch St. & Brooke Ave., Jones Cold Storage Co., 1215 E. Water St., 10.

PORT DEVELOPMENT GROUP—The Hampton Roads Maritime Association, Inc., 406-408 East Plume St., Norfolk 10, Va.

Port of Portland

The Port of Portland, Ore., is a leading dry cargo port and grain export center. During 1958 more than 8-million tons of cargo, inbound and outbound, were handled and more than 1500 sailings provided.

PIERS AND FACILITIES—Located at the juncture of the Columbia and Willamette Rivers, Portland provides more than 20 miles of waterfront with publicly and privately operated terminals.

Grain—Commission of Public Docks, Terminal No. 4 (operated by Cargill, Inc.), Irving Dock (Balfour, Guthrie & Co., Ltd.), Continental Grain Co., Northwestern Dock & Elevator (Kerr Grain Corp.), Globe Dock and Elevator (Louis Dreyfus Corp.), Albers Dock, Industrial—General Ore and Chemical Dock, Kingsley Lumber Co., Pennsylvania Salt Dock, Permanente Cement Co., Waterway Terminals, Zidell Machinery and Supply Co., Petroleum Docks—General Petroleum Corp., Richfield, Shell, Standard Oil, Texas Co., Tide-water Oil, Time Oil, Union Oil.

SHIP LINES—INTERCOASTAL SERVICE: Calmar Line, Luckenbach Steamship Co., Pope & Talbot Lines, States Marine Lines.

OFFSHORE AND FOREIGN: American Mail Line, Blue Star Line, Chilean-North Pacific Line, Daido Line, De Vries Pazifik Line, East Asiatic Line, Fern-Ville Lines, Furness Line, French Line, Fred Olsen Line, Grace Line, Gracelombiana Line, Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line.

Italian Line, Italnavi Line, Intercoast Line, Java Pacific & Hoegh Lines, Johnson Line, "K" Line, Knutsen Line, Klaveness Line.

Matson Navigation Co., Mitsui Line, Mitsubishi Line, Moore-McCormack Lines, Nedlloyd Line, Nissan Pacific Line, N.Y.K. Line, North German Lloyd, North Pacific Coast Line, O.S.K. Line, Oceanic Steamship Co.

Pacific Far East Line, Pacific-Australia Direct Line, Pacific Orient Express Line, Royal Mail Lines.

States Marine Lines, States Line, Waterman Line, Westfal-Larsen Co. Line, West Coast Steamship Co., Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES

—B & O Transfer Co., Inc., 203 S.E. Adler St., 14.

Colonial Whse. & Transfer Co., 1132 N.W. Gilsan St., 9; Consolidated Warehouses, Div. of Consolidated Freightways Inc., 1633 N.W. 21st Ave., 9.

New Headquarters



On the drawing board are plans for the new Atlas Van-Lines, Inc., headquarters at Evansville, Ind. The 15,000 sq ft building will reflect the semi-rural atmosphere of its suburban location with an exterior of Roman brick. The conference room at one corner of the structure will have a 33-ft glass wall. The reception area will have a waterfall and pool. Housed in the new headquarters will be executive offices, terminal facilities, and a communications center to centralize operations.

East Portland Whse. Co., 79 S.E. Taylor St., 14; Holman Transfer Co., 48 S.E. Hawthorne Blvd., 14.

Interstate Terminals Ltd., 1214 N.W. Front St., 9; Lyon Van & Storage Co., 2012 N.W. Vaughn St., 10; Manning Warehouse Co., 911 N.W. Hoyt St., 9; North-Western Transfer Co., 1504 N.W. Johnson St., 9.

Olsen-Roe Transfer Co., 1438 N.W. Hoyt St., 9; Oregon Transfer Co., 2322 N.W. Industrial St., 10.

Pacific Transfer & Storage Co., 1519 N.W. Johnson St., 9; Phil Transfer & Storage Co., 1231 N.W. Hoyt St., Portland Auto Delivery Co., 71 S.E. Oak St., 14; Portland Ice & Cold Storage Co., 1810 N.W. 18th Ave., 9; Portland Terminal Whse., 139 S.E. Taylor St., 14.

Rapid Transfer & Storage Co., 907 N.W. Irving St., 9; Rudie Wilhelm Whse. Co., 1233 N.W. 12th Ave., 9.

PORT DEVELOPMENT GROUPS—Commission of Public Docks, 3070 N.W. Front, Portland 10, Ore. Phone: CApitol 8-8231. Port of Portland Commission, Swan Island, Phone: BUTler 5-5271.

*For more information
on warehousing, see the
complete Directory of
Public Warehouses published in DA's February
issue.*

Port of San Diego

PIERS AND FACILITIES—Broadway Pier, concrete, 1000 ft long, 130 feet wide, depth at low water, 35 ft; "B" Street Pier, 1000 ft long, 40 ft wide, depth at low water, 35 ft; 10th Ave. Marine Terminal, 4600 ft. quay wall, depth at low water, 27 ft. Bulk loader available for flaxseed, grains, seed, etc.

SHIP LINES—American President Line, Canadian Gulf Line, Coastwise Line, W. R. Chamberlin & Co. Daido Line, Ditlev-Simonson Lines.

East Asiatic Co., Inc. French Line, Grace Line, Gracelombiana Line, Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line, Hino Line, Intercoast Line, Johnson Line.

Kawasaki Kisen Kaisha Line, Maersk Line, Matson Line, Mitsubishi Line, Mitsui Line, Nedlloyd Line, Nippon Yusen Kaisha Line, Nitto Line, National Bulk Carriers, North German Lloyd.

Fred Olsen Line, Ltd., Oliver J. Olsen Line, Oceanic Steamship Co., Osaka Shosen Kaisha Line, Pacific Australia Direct Line, Pacific Far East Lines, Pacific Orient Express, Pan Atlantic Steamship Line, Pope & Talbot, Royal Rotterdam

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Directory of U.S. Ports...

(Continued from Preceding Page)

dam Lloyd.
Sause Bros. Towing Co., Shinnihon Line, States Marine Corp., State Steamship Co., Transatlantic Steamship Co., Waterman Line.

PUBLIC MERCHANDISE WAREHOUSES
—AAA Van & Storage Co., 1020 El Cajon Blvd.; Ace Van & Storage Co., 3475 Frontier.

Bekins Van & Storage Co., 1202 Kettner Blvd. at "B." Heck Transfer & Storage Co., 2165 Newton Ave., P. O. Box 2149, 12; Lyon Van & Storage Co., 2550 El Cajon Blvd., 3.

PORT DEVELOPMENT GROUPS—San Diego Harbor Commission, John Bate, port director, 1365 North Harbor Drive, San Diego, Calif. Phone: BELmont 3-0181.

Port of San Francisco

The San Francisco Customs District in 1955 accounted for 33 per cent of the Pacific Coast's exports and 32 per cent of the import values (excluding Alaska and Hawaii).

PIERS AND FACILITIES—San Francisco has a total of 42 piers. Additional wharves and uncovered piers provide altogether 18 miles of berthing space. Covered wharf area totals 123 acres and uncovered area 100 acres. Special facilities include a 1,000,000-bu elevator and marine loading terminal for bulk grain (Pier 90); export cotton terminal (Pier 92); bulk copra terminal (Pier 84); banana terminal (Pier 60) and a Central Terminal at Piers 46A and 46B which provides refrigerated and general storage, truck receiving and railcar docks, and shipside handling for export. Foreign Trade Zone at Pier 46C includes cooler and freezer space. Port is reached by San Francisco Belt R.R.

SHIP LINES—American & Manchurian Line, American Mail Line, American President Lines, Bakke SS. Corp., Balfour, Guthrie & Co., Barber Line, Barber Wilhelmsen Line, Blue Star Line, Calmar Line, Canadian Gulf Line, Chilean North Pacific Line, Coastwise Line, Daido Line, De La Rama Lines, East Asiatic Line, Fern-Ville Line,

French Line, Fruit Express Line, Funch, Edye & Co., Furness Line.
General Steamship Corp., Grace Line, Gracolumbiana, Hamburg - American Line, Hanseatic-Vaasa Line, Hawaiian Marine Freightways, Inc., Holland-American Line.

Iino Line, Intercean Line, Isbrandtsen, Isthmian Line, Inc., Italian Line, Itainavi, Ivaran Line, Java-Pacific Line, Johnson Line, K Line, Kerr Steamship Line, Kingsley Navigation Co., Klaveness Line, Nutsen Line.

Latin American Line, Luckenbach Steamship Co., Maersk Line, Matson Navigation Co., Mitsubishi Line, Mitsui Line, Moller Steamship Co., Moore-McCormack Lines, Nippon Yusen Kaisha, Nissan Kisen Kaisha, Ltd., Nitto Shosen Co., Ltd., Nedlloyd Line, North German Lloyd, Norton, Lilly & Co., NYK line (Nippon Yusen Kaisha).

Oceanic Steamship Co., Fred Olsen Line, Olympic-Griffiths Lines, Orient Steam Navigation Co., Osaka Shosen Kaisha, Overseas Shipping Co.

Pacific Australia Direct, Pacific Far East Line, Pacific Islands Transport, Pacific Orient Express, Pacific Republic Line, Peninsular-Oriental Steam Navigation Co., Philippine National Lines, Pope & Talbot Lines, Quaker Line.

River Lines, Royal Mail Lines, Saguenay Shipping, Ltd., Shinnihon Lines, States Marine Line, States Line Co., Swedish East Asiatic Co.

Transatlantic Steamship Co., Transpacific Transportation Co., Union SS. Co. of New Zealand, United Fruit Co., Waterman Corp. of Calif., Weyerhaeuser Steamship Co., Westfall-Larsen Co. Line, Williams, Diamond & Co., Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES
—Bekins Van & Stge., 13th & Mission; Belshaw Whse. Co., 647 Polson St.; Central Whse. & Drayage Co., 1325 6th St., 7; J. A. Clark Draying Co., Ltd., 100 Howard St., 5; Consolidated Freightways, Inc., 140 Blumhouse St.; DePue Whse. Co., 1st & Brannan Sts., 7; Distributors Whse. Co., 48 Beal St.; The Dodd Warehouses, 1225 6th St., 7; Gibraltar Warehouses, 1250 Sansome St., 11; Haslett Whse. Co., 680 Beach St., 9; J. McCarthy & Son, 207 Front St.; Nolan Drayage & Whse. Co., 759 3rd St.; San Francisco Whse. Co., 605 3rd St., 7; Sea Wall Warehouses, 1501 Sansome St., 11; South End Whse. Co., 625 2nd St., 7; State Terminal Co., Ltd., 128 King St., 7; Stevenson Whse. Co., Merchants Exchange Bldg., 4.

Thompson Bros., Inc., 1225 6th St. Walkup Drayage & Whse. Co., 646 Polson St., 7; Westwarehouses, Inc., 311 California St.
Merchants Ice & Cold Stge. Co., Lombard & Battery, National Ice & Cold Stge. Co., 55 Division St., 3. Union Ice & Stge. Co., 804 W. San Fernando St.

PORT DEVELOPMENT GROUPS—Marine Exchange of the Port of San Francisco Bay, World Trade Center, Rm. 302, Ferry Bldg., San Francisco Chamber of Commerce, 333 Pine St. J. P. Wilson, mgr., World Trade Dept., San Francisco Port Authority, Ferry Bldg., 6. Cyril Magnin, pres.

Port of Seattle

The Port of Seattle last year had imports of \$22,396 tons and exports of 911,293 tons. There were over 2000 sailings.

PIERS AND FACILITIES—88 piers—cold storage facility located at Spokand St., Pier 24. Coal loading facility at Pier 43. Grain elevators at Pier 25 and Fisher's Mill. Heavy lift facility at Pier 20. Banana terminal adjacent to Ames Terminal.

SHIP LINES—Alaska Freight Lines, Inc., Alaska Steamship Co., American Mail Line, Ltd., Black Ball Transport, Inc., Blue Star Line, Canadian, Pacific Steamships, Ltd., Chilean North Pacific Line, Coastwise Line.

Daido Line, DeVries Pazifik Line, East Asiatic Line, Fred Olsen Line, French Line, Furness Line, Grace Line, Gracolumbiana, Hamburg American Line, North German Lloyd, Hawaiian Textron, Inc., Intercean Line, Italian Line, Itainavi Line, Java-Pacific & Hoegh Lines, Johnson Line.

"K" Line, Klaveness Line, Knutsen Line, Luckenbach Steamship Co., Inc., Matson Navigation Co., Mitsubishi Shipping Co., Ltd., Mitsui Line, Moore-McCormack Lines, Inc., Nedlloyd Line, Nippon Yusen Kaisha (N.Y.K.) Line, Nissan Pacific Line, North Pacific Coast Line, O.S.K. Line, Oceanic Steamship Co.

Pacific Australia Direct Line, Pacific Far East Line, Pacific Orient Express, Pope & Talbot Lines, Puget Sound Freight Lines, States Line, States Marine Lines, Upper Columbia River Towing Co., Waterman Steamship Corp., Westfall-Larsen Co. Line, Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES
—A B C Transfer & Storage Co., 1201 4th Ave. S., 4; American Warehouse Co., 91-95 Connecticut St., 4; Associated Transfer & Storage Co., Inc., 2115 N. 34th St., 3. Consolidated Warehouse Div. of Consolidated Freightways, Inc., 1565 6th South St.

Eyres Transfer & Whse. Co., 2203 1st Ave. S., 4. Fortune Transfer Co., 91 Connecticut St., 4. Hullin Transfer Co., 1016 1st Ave. S., 4.

Merchants Transfer & Storage Co., 1000 4th Ave. S., 4. National Transfer Inc., 4100 E. Marginal Way, 4. Olympic Whse. & Cold Storage Co., 1203 Western Ave., 1.

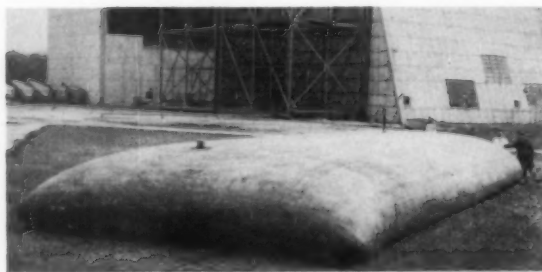
Seattle Transfer Co., Standard Whse. Co., Inc., 2 Hanford St., 4; Security Transfer & Storage Co., 558 1st Ave. S., 4; System Transfer & Storage Co., 2400 6th Ave. S., 4.

Taylor-Edwards Whse. & Transfer Co., Inc., 1020 4th Ave. S., 4. United Whse. Co., 1750 Occidental Ave., Utility Cartage, Inc., 964 Denny Way, 9.

Central Refrigerating Corp., 548 1st Ave. N., City Ice & Cold Storage Co., 252 W. 48th St., 7. Diamond Ice & Storage Co., 1332 Western Ave., 1. Rainier Ice & Cold Stge., Inc., 6004 Airport Way, 8. Seattle Ice Co., 2200 1st Ave. S., 4.

PORT DEVELOPMENT GROUPS—Seattle Port Commission, Howard M. Burke, general manager, Pier 66, Seattle, Wash. Phone: MA 2-8124.

Pillow Tank for Liquid



The large pillow tank shown here is used for storing bulk liquid. It has a capacity of 50,000 gal. The new fabric tank was developed by Goodyear Tire and Rubber Co. It can be installed by non-technical personnel. Rubber-coated nylon gives the pillow high strength

Port of Toledo

Toledo has a natural harbor with a straight channel about 23 miles long, a width of 500 ft and a controlling depth of 25 ft. There are 17 miles of frontage for port activity.

PIERS AND FACILITIES—Terminal facilities are available for bulk and general cargo handling. Three railroads maintain coal dumping and ore unloading machinery at their docks. The port has a large merchant pig iron plant and is a large volume shipper of grain and petroleum coke. Toledo is served by 12 railroads, one of which connects all by a complete belt system.

SHIP LINES—Ahlmann Transcaribbean-Michigan Ocean Line, American Export Line, Canadian Pacific Line, Concordia Line-Great Lakes Service, Crescent Line, Ellerman Great Lakes, Ellerman Wilson, Fabre Line, Fjell-Oranje Line (Continental Service), Fjell-Oranje (United Kingdom Service), Fjell-Fjord Line, French Line-Swedish American, Grace Line, Hamburg-American (North German Lloyd, Hapag-Lloyd), Hamburg-Chicago, Head Line.

Liverpool Liners, Ltd., Montship CAPA, Niagara Line, Nordlake Line, Plaid Shipping Ltd., Poseldon Lines, Saguenay Shipping Ltd., Swedish-American Line, Swedish-Chicago Line, Wallenius, Zim.

PUBLIC MERCHANDISE WAREHOUSES—Great Lakes Terminal Whse. Co., 321-59 Morris St., 4. Merchants & Manufacturers Whse., Box 1227 Central Station, 3.

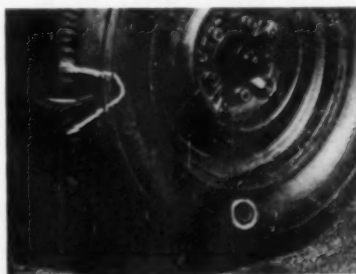
The Sam Davis Co., Inc., 203 Park Lane Hotel, Willis Day Stge. Co., 801 Washington St., 2. Edgar's Warehouses, Inc., 1411 Campbell St., 7; Elm Storage Co., 1007 Lagrange St.

The Moreton Stge. Co., 23 Huron St., 4. D. H. Overmyer Whse. Co., 217 Cherry St., 4. Petrie Cartage & Storage Co., Inc., 415 Orange St., 4. Reserve Terminals, 982 Front St., 5.

Thomas Warehousing Co., 802 Lafayette St., 2; Toledo Merchants Delivery Co., 618 Broadway, 4; Toledo Harbor Warehousing Corp., P. O. Box 944, 1; Toledo Marine Terminals, 26 Main St., 5; Toledo Terminal Whse., Inc., 125-136 Vance St., 2.

PORT DEVELOPMENT GROUPS—Toledo Area Chamber of Commerce, Arthur C. Kochendorfer, exec. mgr. Philip B. Carter, mgr., World Trade Dept., 215 Huron St., Toledo 4, Ohio. Toledo-Lucas County Port Authority, E. O. Jewell, gen. mgr., 241 Superior St., Toledo 4, Ohio.

Indestructible Tires



Development of a blowout-proof, airless tire has been announced by The Dayton Rubber Co. Tests indicate that the tire, filled with plastic foam, will not deflate even after extensive mutilation. Since the new tire is still undergoing tests, no plans have been made for marketing it

HOW MUCH CAN YOU SLASH YOUR COMPANY'S

FREIGHT BILL?

Considerably— when you ship via Federal Barge Lines! It depends on what you ship, where you ship, and how much you ship . . . the point is that you may be losing money now by not taking advantage of FBL's lower rates on bargeload, carload, and truckload shipments.

There's no mystery why FBL rates are lower. Barge Transportation always has been the most economical way to move goods. Lower operational costs benefit shippers in the form of lower freight bills.

Even if you or your destination are not located on the waterways, you can still save with Federal's convenient joint rail-water and truck-water rates.

Call your nearest FBL office now . . . to find out how much you can slash your freight bill!



FEDERAL BARGE LINES, INC.

611 E. Marceau St. • St. Louis 11, Mo. • VERNON 2-4000

Chicago
WEbster 9-5331

Houston
CApitol 8-5201

Kansas City
HArrison 1-0199

Minneapolis
FEderal 3-7544

Memphis
JAckson 7-6486

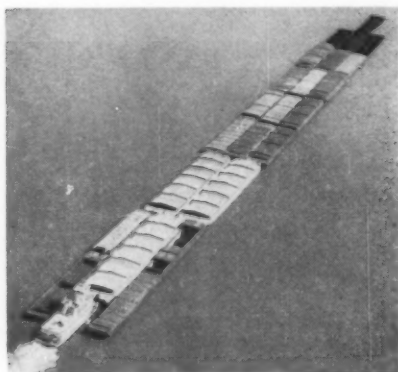
Mobile
HEmlock 8-1552

New Orleans
JAckson 5-1123

New York
LAckawanna 4-0063

Omaha
JAckson 3222

Inland Waterways



NAVIGABLE LENGTHS AND DEPTHS¹ OF UNITED STATES INLAND WATERWAY ROUTES

GROUP	Length in Miles of Waterways					Total
	Under 6 ft.	6 to 9 ft.	9 to 12 ft.	12 to 14 ft.	14 ft. and over	
Atlantic Coast Waterways (exclusive of Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.) but including New York State Barge Canal System.	1,563	1,445	509	965	1,241	5,803
Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.	—	150	65	1,104	—	1,327
Gulf Coast Waterways (exclusive of Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border)	2,174	819	2,095	270	372	5,730
Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border (including Plaquemine-Morgan City Alternate Route)	—	—	—	1,173	—	1,173
Mississippi River System	4,829	1,491	5,008	755	268	12,351
Pacific Coast Waterways	733	515	237	27	461	1,973
All Other Waterways	100	148	14	8	369	639
Grand Total	9,399	4,576	8,008	4,302	2,711	28,996

¹ Generally, the mileages are shown by authorized depths. In those instances where no authorized depths were assigned to the waterways, the controlling depths are used. "Authorized Depths" mean depths authorized by the Congress of the United States in legislation authorizing the improvement of waterways.

Source: Based on tabulation of "Mileage of United States Waterways Authorized for Improvement and Improved by the Corps of Engineers", issued June 30, 1958 (latest available) by the Board of Engineers for Rivers and Harbors, Corps of Engineers, United States Army.

TRAFFIC TRANSPORTED ON INLAND WATERWAYS OF U. S. (EXCLUSIVE OF GREAT LAKES), FOR CALENDAR YEARS SHOWN

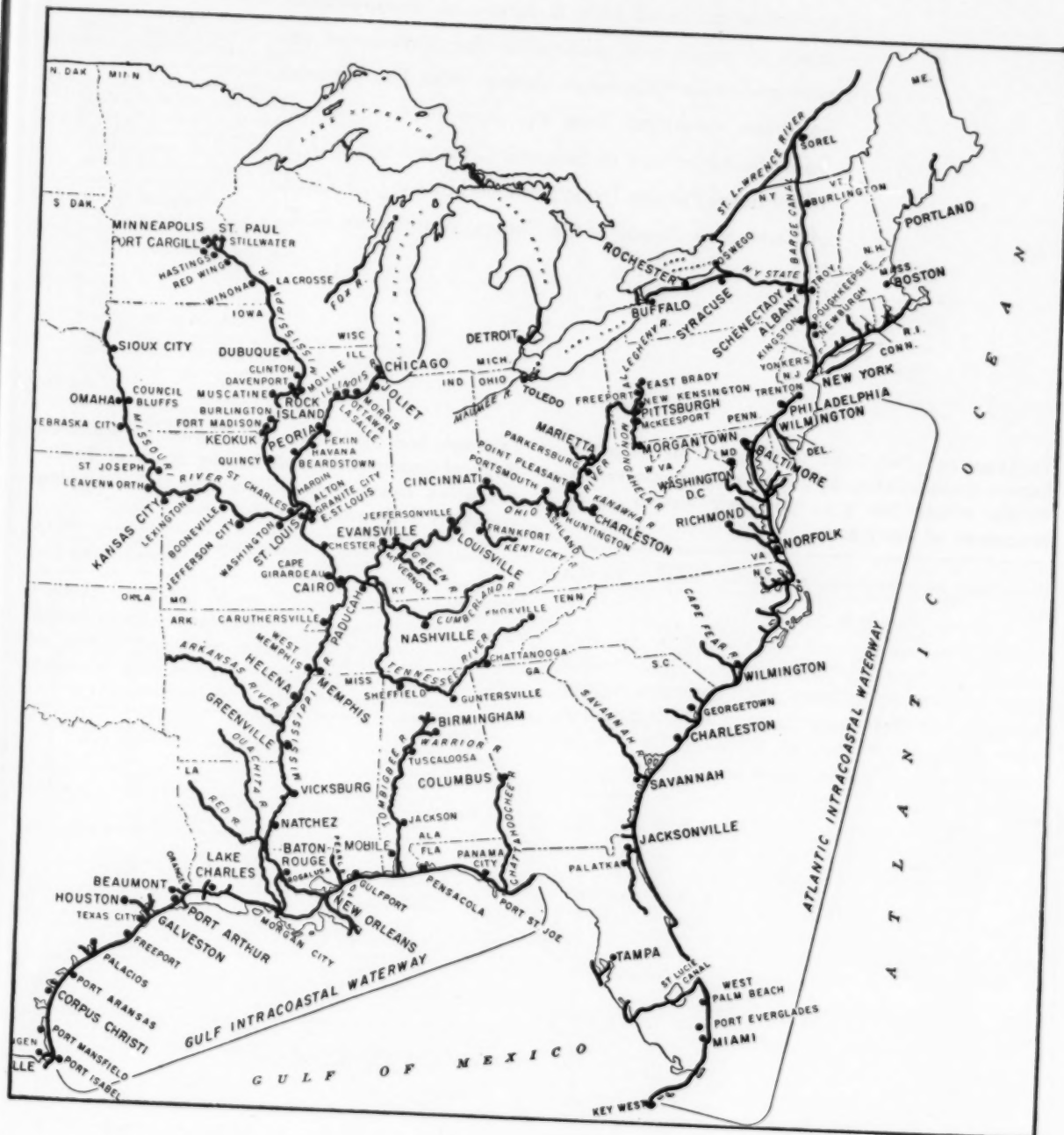
Year	Net Tons of 2,000 Pounds ¹	Ton-Miles
1931	179,735,000	9,233,369,320
1940	366,835,582	22,411,961,000
1947	² 262,282,074	34,548,917,000
1950	² 297,694,832	51,656,637,000
1954	² 319,780,826	82,503,839,000
1955	² 362,555,910	97,662,567,000
1956	² 384,097,615	109,313,274,000
1957	² 391,889,975	114,561,469,000

¹ Figures are after elimination of known duplications resulting from reporting of identical shipments over two or more waterways except that the figures for 1947 and subsequent years represent originated traffic.

² Figures for 1947 and subsequent years appear low as compared with those of previous years for the reason that the traffic for 1947 and subsequent years was compiled by the Corps of Engineers for Rivers and Harbors under a new statistical system with mechanical tabulating processes which analyzed the traffic and eliminated duplications more thoroughly than in the years prior to 1947.

Source: Corps of Engineers, Department of The Army.

of the United States



Domestic Movement of Selected Commodities

The charts on this and a following page contain information gathered from a survey of transportation areas of origin and destination for waterborne export and import shipments during 1956. The material has been excerpted from the June 1959 edition of Domestic Movement of Selected Commodities in U. S. Waterborne Foreign Trade, compiled by the U. S. Dept. of Commerce, Bureau of the Census, Washington, D. C.

Tonnage and Per Cent Distribution of Selected Export Commodities, by State of Transportation Origin within the U.S. Shipping weight is in thousands of short tons.

Census Region and State of Transportation Origin	Shipping Weight	Per Cent
Northeast:		
New England (Maine, N. H., Vt., Mass., R. I., Conn.)	934	3
Middle Atlantic	6,071	20
New York	2,518	8
New Jersey	1,713	6
Pennsylvania	1,840	6
North Central:		
East North Central	3,314	11
Ohio	1,001	4
Illinois	866	3
Michigan	663	2
Other (Ind., Wisc.)	784	2
West North Central (Minn., Ia., Mo., N. D., S. D., Neb., Kan.)	1,045	3
South:		
South Atlantic	6,859	22
Maryland	802	3
Virginia	541	2
North Carolina	468	2
South Carolina	418	1
Georgia	462	1
Florida	3,702 ¹	12 ¹
Other (Del., W. Va., D. C.)	466	1
East South Central	1,256	4
Alabama	497	2
Mississippi	335	1
Other (Ky., Tenn.)	424	1
West South Central	4,344	14
Louisiana	1,319	4
Texas	2,657	9
Other (Ark., Okla.)	368	1
West:		
Mountain (Mont., Idaho, Wyo., Colo., N. M., Ariz., Utah, Nev.)	620	2
Pacific	4,511	15
Washington	1,045	4
Oregon	657	2
California	2,809	9
Not reported	1,793	6
Total	30,747	100

¹ Consists primarily of phosphate fertilizer material.

Tonnage and Per Cent Distribution of Selected General Import Commodities, by State of Transportation Destination within the U.S. Shipping weight is in thousands of short tons.

Census Region and State of Transportation Destination	Shipping Weight	Per Cent
Northeast:		
New England	1,606	6
Massachusetts	983	4
Connecticut	273	1
Other (Maine, N. H., Vt., R. I.)	350	1
Middle Atlantic	7,928	31
New York	4,535	18
New Jersey	1,476	6
Pennsylvania	1,917	7
North Central:		
East North Central	2,091	8
Ohio	537	2
Illinois	703	3
Michigan	487	2
Other (Ind., Wisc.)	364	1
West North Central (Minn., Ia., Mo., N. D., S. D., Neb., Kan.)	372	1
South:		
South Atlantic	4,886	19
Maryland	798	3
Virginia	857	4
North Carolina	388	2
Georgia	583	2
Florida	612	2
Other (Delaware, D. C., W. Va., S. C.)	640	2
East South Central (Ky., Tenn., Ala., Miss.)	2,767	11
West South Central	1,538	6
Louisiana	1,138	4
Texas	91	1
Other (Ark., Okla.)		
West:		
Mountain (Mont., Idaho, Wyo., Colo., N. M., Ariz., Utah, Nev.)	125	1
Pacific	3,191	12
California	2,376	9
Other (Wash., Ore.)	815	3
Not reported	2,394	9
Total	26,000	100

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¹ Exce
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² Incl
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**Tonnage and Per Cent Distribution of Selected Export and General Import
Commodities, by Foreign Trade Area of Unlading/Lading.**
Shipping weight is given in thousands of short tons.

Foreign Trade Area of Unlading or Lading	Exports		General Imports	
	Shipping Weight	Per Cent	Shipping Weight	Per Cent
East Coast of Americas.....	5,197	17	5,749	22
Caribbean.....	3,721	12	3,933	15
East Coast of South America.....	1,476	5	1,214	5
Gulf Coast of Mexico.....			602	2
West Coast of Americas.....	1,297	4	1,370	5
West Coast of South America.....	1,297	4	847	3
West Coast of Central America, Mexico.....	523	2
Europe and Mediterranean.....	12,897	42	7,504	29
United Kingdom and Eire.....	3,047	10	1,080	4
Baltic, Scandinavia, Iceland, Greenland.....	708	2	1,199	5
Bayonne-Hamburg Range.....	4,863	16	3,622	14
Portugal and Spanish Atlantic.....	424	1	1,603	6
Azores, Mediterranean, Black Sea.....	3,855	13		
Africa and Middle East.....	1,844	6	1,531	6
West Coast of Africa.....	329	1	795	3
South and East Africa.....	568	2		
India, Persian Gulf, Red Sea.....	947	3		
Far East.....	7,850	26	3,055	12
Australasia.....	561	2	285	1
Malaya and Indonesia.....	370	1	771	3
South China, Formosa, Philippines.....	1,723	6	1,183	5
North China, including Shanghai, Japan.....	5,196	17	816	3
Canada.....	1,662	5	6,791	26
Pacific Canada.....	646	2	1,120	4
Atlantic Canada.....			4,724	18
Great Lakes Canada.....			947	4
Total.....	30,747	100	26,000	100

**Tonnage and Per Cent Distribution of Selected
Export and General Import Commodities, by Miles
to and from Port Area. Shipping weight is
given in thousands of short tons measurement.**

Miles To and From Port Area	Exports		General Imports	
	Shipping Weight	Per Cent	Shipping Weight	Per Cent
Inside port area.....	9,729	32	15,518	60
Outside port area ¹	19,162	62	8,066	31
Less than 100 miles.....	8,111	27	3,547	13
100-249 miles.....	3,487	11	1,794	7
250-499 miles.....	3,174	10	1,213	5
500-749 miles.....	2,100	7	754	3
750-999 miles.....	1,263	4	380	1
1,000-1,499 miles.....	698	2	174	1
1,500 miles and over.....	329	1	204	1
Not reported ²	1,856	6	2,416	9
Total.....	30,747	100	26,000	100

¹ Excludes small amounts of tonnage where transportation origin/destination outside port area was known but means of transportation to and from port area was not reported.

² Includes those shipments where transportation origin/destination was unknown and, in addition, small amounts of tonnage where transportation origin/destination outside the port area was known but means of transportation to and from port area was not reported.

**Tonnage and Per Cent Distribution of Selected
Export and Import General Commodities, Trans-
portation Origin, and Destination Outside Port
Area, by Means of Transportation. Shipping
weight is given in thousands of short tons**

Means of Transportation	Exports		General Imports	
	Shipping Weight	Per Cent	Shipping Weight	Per Cent
Rail.....	12,869	67	3,688	45
Motor Carrier.....	2,446	13	1,784	22
Private Truck.....	2,556	13	1,288	16
Water.....	737	4	535	7
Combinations and other... ..	554	3	771	10
Total Outside Port Area ¹	19,162	100	8,066	100

¹ Excludes small amounts of tonnage where transportation origin/destination outside port area was known but means of transportation to and from port area was not reported.

For complete and concise information concerning foreign air freight forwarders, see page 49 where a list of such forwarders is given. It has names and addresses to help you gather the information you need in shipping air freight

Information for Exporters

CONVERSION EQUIVALENTS

Pounds to kilos multiply by	.454
Ounces to kilos multiply by	0.028
Cwt. to kilos multiply by	45.4
Tons to kilos multiply by	907.2
Inches to millimeters multiply by	25.4
Inches to centimeters multiply by	2.54
Feet to meters multiply by	0.305
U.S. gallons to imperial gallons mul. by	0.833
U.S. gallons to liters multiply by	3.79
Liters to U.S. gallons multiply by	0.264

GENERAL MEASUREMENTS

NET WEIGHT: Goods only, without packing or container; **TARE WEIGHT:** Container and packing material; **GROSS WEIGHT:** Container, packing, and goods; **CUBIC MEASUREMENT:** Multiply length, width, and height in inches to get Cubic-Inch Contents. Divide total by 1728 to get Cubic Feet.

MARKING EXPORT SHIPMENTS

INCLUDE: Name and address or shipping marks of consignee; Port of destination; Case number; Gross, tare, and net weight and cubic measurement in the weight and measurement system of the country of destination; Country of origin—Made in U.S.A.. U. S. Dept. of Commerce recommends: F.O.B.—free on board; F.A.S.—free alongside steamer; C. & F.—cost and freight; C.I.F.—cost, insurance, and freight.

WEIGHTS AND MEASURES

	<u>Basic Unit</u>	<u>Common Unit</u>	<u>Equivalents</u>
Weight	U. S. Ounce	1 Pound—16 Ounces	1 Pound—.454 Kilo
	Metric Gram	1 Kilo—1000 Grams	1 Kilo—2.2 Pounds
Length	U.S. Inch	1 Foot—12 Inches	1 Foot—.305 Meter
		1 Yard—36 Inches	1 Yard—.914 Meter
	Metric Centimeter	1 Meter—100 Centimeters	1 Meter—3.28 Feet
Area	U.S. Square Inch	1 Square Foot—144 Square Inches	1 Square Foot—.0929 Square Meter
	Metric Square Centimeter	1 Square Meter—10,000 Square Centimeters	1 Square Meter—10.8 Square Foot
Volume	U.S. Cubic Inch	1 Cubic Foot—1728 Cubic Inches	1 Cubic Foot—.028 Cubic Meter
	Metric Cubic Centimeter	1 Cubic Meter—1,000,000 Cubic Centimeters	1 Cubic Meter—35.3 Cubic Feet
Liquid Measure	U.S. Fluid Ounce	1 Pint—16 Fluid Ounces	1 Pint—.473 Liter
		1 Quart—32 Fluid Ounces	1 Quart—.946 Liter
		1 Gallon—128 Fluid Ounces	1 Gallon—3.79 Liter
	Metric Milliliter	1 Liter—1000 Milliliters	1 Liter—.264 Gallon
		1 Imperial Gallon—4546 Liters	1 U.S. Gallon—.833 Imperial Gallon
			1 Imperial Gallon—1.2 U.S. Gallon

TRANSPORTATION ANNUAL

DA DISTRIBUTION AGE

WAREHOUSE

Warehouse Data

Consists of many tables which you can use to determine pallet patterns, has information on stacking heights, aisle arrangements for order selection programs, also gives weight information.

133

Directory of Associations

In this directory are many of the associations in the field of physical distribution. All of them offer the shipper information about their part in physical distribution and the services which their members perform.

137

Calendar of Events

Here is a list of the events scheduled by the associations in the distribution industry for the year 1960. Dates and places are given.

142

Insurance Directory

A listing of the companies writing the largest premium volume in the field of transportation. They cover both shipper policies and carrier policies.

144

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead





The warehouse of the Coca-Cola Bottling Company, Las Cruces, New Mexico was photographed in natural light.

With the lights turned out does your warehouse look like this?

Isn't daylight the sensible, economical lighting for a warehouse? Of course—and a Butler warehouse with Lite*Panels in the roof offers excellent daylighting without costly skylights. But this is only one advantage of Butler construction.

Look again! There isn't a column or truss anywhere. Every cubic foot from wall to wall and floor to roof peak is pay space.

On top of this, Butler construction is the lowest-cost way to build well. Assembly and erection are fast. You save weeks and months of costly construction time—are in business and earning profits much sooner. Your completed warehouse is weathertight, fire-safe and requires only a minimum of maintenance. It can be expanded quickly and economically by adding extra bays.

For full details on why Butler warehouses can be your best investment, contact your local Butler Builder. He's listed in the Yellow Pages of your phone book under "Buildings" or "Steel Buildings." Or write directly to us.



BUTLER MANUFACTURING COMPANY

7419 East 13th Street, Kansas City 26, Missouri

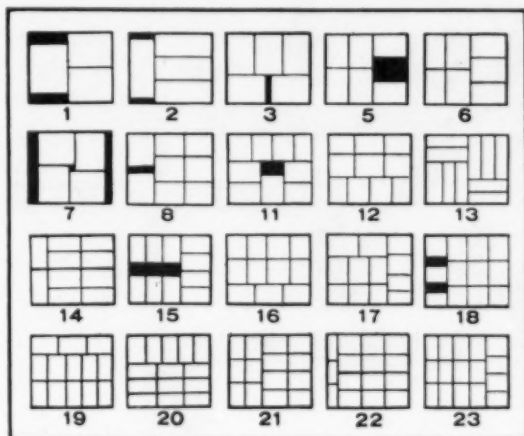
Manufacturers of Metal Buildings • Equipment for Farming, Oil Transportation, Outdoor Advertising • Contract Manufacturing

Sales offices in Los Angeles and Richmond, Calif. • Houston, Tex. • Birmingham, Ala. • Kansas City, Mo. • Minneapolis, Minn. • Chicago, Ill. • Detroit, Mich. • Cleveland, Ohio
Pittsburgh, Pa. • New York City and Syracuse, N.Y. • Boston, Mass. • Washington, D.C. • Burlington, Ontario, Canada

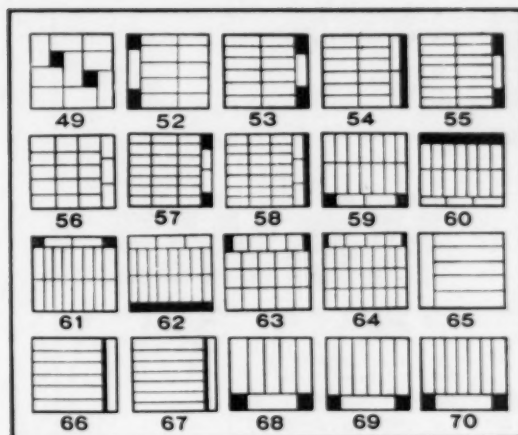
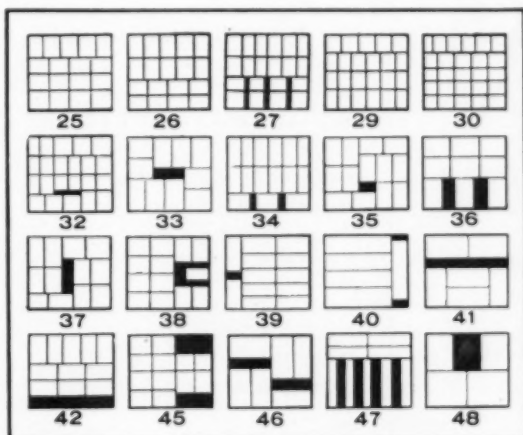
Circle No. 24 on Card, Facing Page 147, for more information

Warehousemen's Pallet Pattern Selection Guide

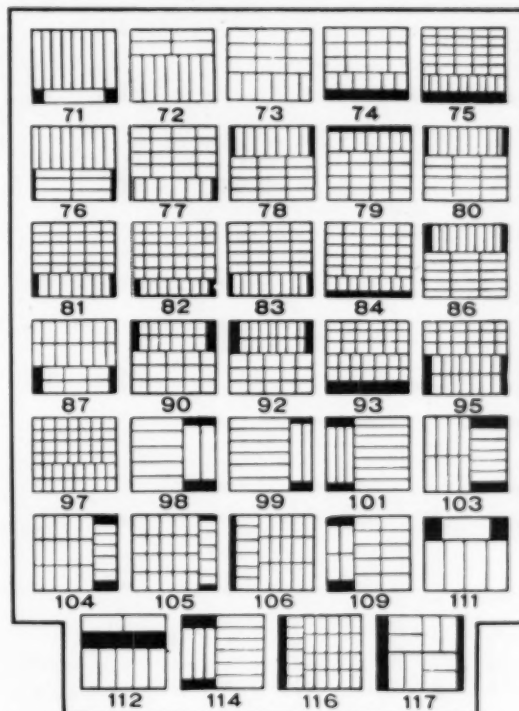
For Use on 40 x 48 Inch Pallets



This guide is prepared from data reported in NSR&DF Engineering Report No. 2.5001 (Report No. 2) and published by the U. S. Naval Supply Research & Development Facility, Bayonne, N. J.



INSTRUCTIONS: To determine best pattern for arranging containers on pallets, find length in inches on chart on Page 134. Follow across to the correct width. Where more than one pallet pattern is listed, the listing is in decreasing area efficiency order. Patterns are diagrammed on this page.



CONTAINER WIDTH														
Container Length	8	9	10	11	12	13	14							
8½	30													
	90	105												
9	90	30												
	30	105												
	105													
9½	30	105												
	105	29												
10	30	29	63	63										
	105	32	63	26	26									
	29													
10½	105	32	63	63										
	32	27	63	26	26									
	77													
11	77	32	63	26	26									
	32	27	63	26	25									
11½	32	32	26	26										
	104	27	26	25	25	22								
	27	63	23											
12	104	27	26	26	25									
	27	74	25	25	23	22								
	56	23	22											
12½	27	27	26	25	25	22	37	37						
	74	74	25	23	22	21	18	18						
	56	56	23											
13	27	27	25	25	25	22	37	37	37	37				
	74	74	23	23	22	21	18	18	18	18				
	56	56	22	21										
13½	56	23	23	22	22	22	37	37	37					
	56	23	22	22	21	21	18	18	18	16				
			21	38										
14	56	56	23	23	22	21	37	37	37	18	16			
	23	23	22	22	21	38	18	18	18	16	12			
	22	21	38	16										
14½	73	20	38	38	37	37	16	16	16	36				
	34	20	38	35	37	37	16	16	33	12	49			
			35	19	45	12								
15	73	73	38	38	38	37	16	16	16	49	49			
	34	34	20	35	35	37	16	16	33	12	36	36		
			19	19	45	12								

CONTAINER WIDTH														
Container Length	8 ½	9 ½	10 ½	11 ½	12 ½	13 ½	14 ½	15 ½	16 ½	17 ½	18 ½	19 ½	20 ½	21 ½
25	13 13 47 47	47 117			46 46 41 41	46 46 41 41	46 46 41 41	3 3 3 3	3 3 3 3	3 3 3 3	48 7			
25½	13 13 47 47				46 46 41 41	46 46 41 41		3 3 3 3	3 3 3 3	3 3 3 3				
26	13 13 47 47				46 46 41 41	46 46 41 41	3 3 3 3	3 3 3 3	3 3 3 3					
26½	13		112		46 46									
27	13				46 46	46								
27½				46 46	46 46	111								
28				46 46		111								1
28½				46 46		111								1 1
29			46 46	46 46	111 111								1 1 1	1 1
29½			46 46		111 111								1 1 1	1 1
30	98 69		68 46	46	111 111 111								1 1 1 1	1 1
30½	98 69		68 46	46	111 111								1 1 1 1 1	1 1
31	98 69		68 46		111								1 1 1 1	
31½	98 69		68 46		111								1 1 1 1	
32	98 98 69 69		68 46	68			2						1 1 1	
32½	98 98 69 69		68 46	68			2						1 1 1	
33	98 98 69 69		68 68				2						1 1 1	
33½	98 98 69 69	68 46					2 2						1 1	

CONTAINER WIDTH													
Container Length	8	9	10	11	12	13	14	15	16	17	18	19	20
15½	73	73	20	38	38	16	12	49					
	34	34	38	35	35	40	16	16	33	12	49	36	
	109	35	19	19	37	12	36						
16	73	73	20	38	38	17	33	33	12	12	49		
	34	34	38	35	35	16	16	12	12	49	49	36	8
	109	109	35	19	19		36	36					
16½	73	73	38	35	19	33	33	12	12	12			
	34	34	35	19	17	12	12	49	49	49	0		
	109	109	19	45	42	11	36	36					
17	73	73	38		15	33	33	12	12	12			
	34	34	35	42	16	12	12	49	49	49	0	0	
	109	109	19		12		36	36	36				
17½	109	109		33	33	49	49						
	103	103	15	33	49	11	11	0	0	0	0	5	
	38	39	16	11									
18	109	103	33	33	33	49	49	49					
	103	39	15	15	11	11	11	11	0	0	0	5	
			16	16			8						
18½	103	39	33	33	33	49	49	0	0	0			
			15	15	49	11	11	0	0	0	0	5	
			16	16	11								
19	103	39	33	33	33	49	49	0	0	0			
	39	39	15	15	15	49	11	11	0	0	0	5	5
			16	16	16	11	8						
19½	103	39	33	33	33	49	49						
	39	52	15	15	15	11	11	0	0	0	0	5	5
			16	16	16		8						
20	103	39	39	33	33	33	49	49					
	39	52	15	15	15	11	11	0	0	0	0	5	5
			16	16	16		8						
20½	39	39	33	33	33	33	49						
	52	52	15	15	15	11		6	6	6	6	5	5
			16	16	16								
21	39	39	33	33	33			6	6	6	6	5	5
	52	52	15	15	15							3	
			13	16	16								49
21½	39	39	33	33	33			6					49
	52	52	15	15	15	11		6	6	6	6	41	5
			33	14	47	47		5				3	
22													49
	52	13	47	47	117						3	3	7
													7
22½													49
	13	13	47	47	117						3	3	7
													7
23													49
	13	13	47	47	117						3	3	7
													7
23½													49
	13	47	47	47							3	3	7
													7
24													49
	13	47	47	117							3	3	7
													7
24½													49
	13	47	47								3	3	7
													7



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Basic Data for Planning Warehouse Operations

These tables will help you lay out a selection line for your warehouse, determine possible stacking heights based on floor load limits, and estimate shipment weights

Area Required for a Selection Line Of a Given Number of Pallet Fronts¹

Number of Pallets	Pallet Area (sq ft)	Aisle Area (sq ft)	Total Area (sq ft)
1	10 1/2	9	19 1/2
2	21	18	39
3	31 1/2	27	58 1/2
5	52 1/2	45	97 1/2
10	105	90	195
25	262 1/2	225	487 1/2
50	525	450	975
100	1,050	900	1,950
200	2,100	1,800	3,900
500	5,250	4,500	9,750
1,000	10,500	9,000	19,500

¹ Six-foot aisles with no pallet racks being used for 40 x 32 in. pallets.

Tables on this page were prepared by the U. S. Department of Commerce. They were published in "Modernizing and Operating Grocery Warehouses," by John R. Bromell.

Effect of Floor Load Limits on Stacking Height (Number of cases high¹)

Floor Load Limits (lb. per sq ft)	Bays Solidly Loaded	Bays With Aisles Accounting For		
		30 Per Cent	40 Per Cent	50 Per Cent
300 ¹	9.3	12.1	13.0	14.0
250 ¹	7.8	10.1	10.9	11.6
200	6.2	8.1	8.7	9.3
150	4.7	6.1	6.5	7.0
100	3.1	4.0	4.3	4.7
75	2.3	2.9	3.2	3.5
50	1.6	2.0	2.2	2.3

¹ For the purpose of this table, No. 2 goods are assumed to weigh 40 lb. per case, including a share of the weight of the pallet. Since the 40 x 32 in. standard pallet occupies, with appropriate clearance, a space 42 x 36 in. or 1512 sq in., and since a 9-8 "tie" is the common loading pattern, each column of cases may be said to occupy 1512/8.5 or 178 sq in., or 1.24 sq ft.

Thus 40/1.24 = 32.2 lb per sq ft. With stacks 10 cases high the load per foot equals 322 lb. The other figures were derived in similar fashion.

² Limits set as high as 250 lb. are rarely found in old "mill-constructed" multi-story warehouses. Commonly such buildings have limits of 100 to 120 lb. and in some rare instances limits as restrictive as 75 or 50 lb. prevail. A four story concrete structure in one large eastern city is limited to 120 lb., despite 14 x 20 ft bays, 24 in. concrete columns, and 6 in. floors reinforced with 1/2 in. rods in 6 in. grids.

Case Weights of Canned Goods

For the convenience of wholesalers who desire to compute the weight of delivery-truck and fork-truck loads, the following table¹ of case shipping weights is provided. The weights refer to corrugated fiber cases unless otherwise specified.

Approximate Shipping Weights²

Pack	Fruits	Lb.
48-1T	Fcy. el. peaches	64
48-1T	Choice fruits	62
48-1T	Ch. apricots & cocktail	63
48-1T	Choice figs	64
48-1T	Std. apricots	63
48-1T	Std. y. c. peaches	61
48-1T	Std. cherries	62
48-1F	Fcy. & ch. pineapple	36
48-1F	Fcy. pineapple tidbits	35
24-303	Ch. apricots	32
24-303	Std. apricots	31
24-303	Choice y. c. peaches	31
24-303	Std. y. c. peaches	30
24-303	Fr. cocktail	31
24-303	Light sw. cherries	32
24-303	Dark sw. cherries	31
24-2 1/2	Fcy. fruits	55
24-2 1/2	Ch. fruits	54
24-2 1/2	Std. fruits	53
24-2 1/2	Seconds & water	52
24-2 1/2	Fcy. crushed pineapple	56
24-2 1/2	Fcy. figs	57
24-2 1/2	Ch. figs	56
12-2 1/2	Jars fruits	33
12-2 1/2	Jars y. c. peaches-pears	32
12-2 1/2	Jars wh. s. p. peaches	34
24-1 lb.	Jars preserves	37
24-2s	Pineapple	38
24-2s	Fcy. cr. pineapple	39
24-2s	Std. sl. pineapple	37
6-10s	Fcy. fruits	49
6-10s	Ch. & std. fruits	48
6-10s	2nd & water fruits	46
6-10s	Pie fruits	47

Pack	Juices	Lb.
24-6 oz.	Fruit	13
48-6 oz.	Fruit	25 1/2
24-2s	Fruit	36 1/2
24-2s	Pineapple	36
24-2s	Tomato	37
12-40 oz.	Fruits	44 1/2
12-40 oz.	Pineapple	45
12-40 oz.	Tomato	45
6-10s	Fruits	45 1/2
6-10s	Pineapple	47
6-10s	Tomato	46

Pack	Vegetables	Lb.
48-8 oz.	Vegetables	35
24-12 oz.	Vac. corn	25
48-1s	Vegetables	42
48-1s	Tomatoes	39
24-303s	Vegetables	31
24-2s	Beans, beets, carrots, kraut	37
24-2s	Corn, peas	38
24-2s	Tomatoes, spinach	36
24-2s	Pork & beans	39
24-2 1/2	Tomatoes, spinach	50 1/2
24-2 1/2	Pumpkin	52
24-2 1/2	Sauerkraut	52
24-2 1/2	Sw. potatoes (dry pack)	50 1/2
24-2 1/2	Sw. potatoes (ay. pack)	54 1/2
6-10s	Vegetables	47
6-10s	Peas	45
6-10s	Spinach	45
6-10s	Tomatoes	46
6-10s	Tomato puree	47
6-10s	Sw. potatoes (ayrup)	48 1/2

Pack	Fish	Lb.
48-1 1/2s	F. salmon	33
48-1 1/2s	F. salmon (wood)	37
48-1T	Salmon	62
48-1T	Salmon (wood)	66 1/2
48-1T	Salmon (solid fibre)	62
48-9 oz.	Oblong	37
48-1 1/2s	Fcy. tuna	28
48-1 1/2s	Grated tuna	26

Pack	Soup	Lb.
48-1s	Soup (conc.)	41

Pack	Dried Fruits	Lb.
48-No. 16	Raisins	50
36-No. 16	Raisins	40
30 lb.	Raisins	33
25 lb.	Raisins or prunes	28
36-No. 1	Raisins or prunes	40
16-No. 2	Raisins or prunes	40
12-No. 2	Prunes or compote	27
36-11 oz.	Dried fruits	31
24-8 oz.	Figs	14 1/2

¹ The data in the table pertaining to canned goods were published in The Canning Trade Almanac for 1950.

² Weights vary slightly according to local and individual canner practice.

Directory of Associations In Distribution

Listed below are many of the associations in the field of physical distribution. While all of these groups are open to members from some segment of the distribution field, many are restricted to particular groups such as warehousemen or common carriers. However, all of them offer the shipper information about their part in distribution and the services which their members will perform.

Affiliated Cold Storage Companies, Inc.—President: Walter P. Taylor. Managing Director: Maury Janovitz,

105 W. Madison St., Chicago 2, Ill.

Affiliated Warehouse Companies, Inc.—President: Walter P. Taylor, 105 W. Madison St., Chicago 2, Ill. Vice President: Robert J. Lamneck, 36 W. 44th St., New York 36, N. Y.

Air-Conditioning and Refrigeration Institute—President: Rudy Berg. Managing Director: Geo. S. Jones, Jr., 1346 Connecticut Ave., N. W., Washington 6, D. C.

Airline Ground Transportation Assn., Inc.—President: William J. Cutbirth, Jr., Airport Transit, 1100 E. 5th St., Los Angeles, Calif. Exec. Secty. & Gen. Mgr.: Herbert J. DeGraff, 501 Madison Ave., New York 22, N. Y.

Airport Operators Council, Inc.—President: John R. Wiley, Dir. of Aviation, Port of New York Authority, 111 Eighth Ave., New York 11, N. Y. Exec. Vice President: E. Thomas Burnard, 1700 K St., N. W., Washington 6, D. C.

Air Transport Assn. of America—President: S. G. Tipton. Secy. & Asst. Gen. Counsel: J. D. Durand, 1000 Connecticut Ave., N. W., Washington 6, D. C.

Allied Distribution, Inc.—President: A. H. Laney, 1560 Jessie St., Jacksonville, Fla. Exec. Vice President: John E. Flynn, 20 E. Jackson Blvd., Chicago, Ill.

American Chain of Warehouses, Inc.—President: John K. Dozier, 701 N. San Jacinto St., Houston 2, Texas. Exec. Vice President: John W. Ter-

reforte, 250 Park Ave., New York 17, N. Y.

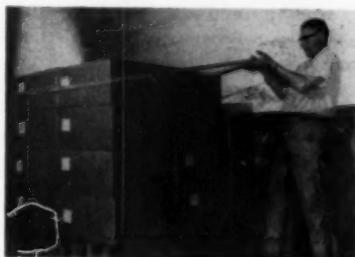
The American Institute of Food Distribution, Inc.—President: Gordon C. Corbaley. Exec. Director: Thomas J. Raser, Jr., 420 Lexington Ave., New York 17, N. Y.

American Material Handling Soc., Inc.—President: Stephen C. Traudt, Washington St., East Walpole, Mass. Adm. Secy: Arthur E. Fryer, 3737 Upton Ave., Toledo 13, Ohio.

American Merchant Marine Institute, Inc.—President: Ralph E. Casey. Exec. Secy.: George C. Charlton, 11 Broadway, New York 4, N. Y.

American Railway Car Institute—President: Lester N. Selic, Chicago,

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American Warehousemen's Assn.—President: C. J. LaMothe, 826 Clark Ave., St. Louis, 2, Mo. General Secretary: Donald E. Horton, 222 W. Adams St., Chicago 6, Ill.

American Warehousemen' Assn. — Merchandise Division—President: J. B. Craddock, Jr., 70 Jennings Ave., Ft. Worth, Texas. Exec. Vice President: Donald E. Horton, 222 W. Adams St., Chicago 6, Ill.

The American Waterways Operators, Inc.—President: Braxton B. Carr, Suite 502, 1025 Connecticut Ave., Washington 6, D. C.

The Associated Cooperaage Industries of America, Inc.—President: Marshall McKenzie, Jackson, Tenn. Exec. Director: Albert H. Knabb, 408 Olive St., St. Louis 2, Mo.

Associated Traffic Clubs of America—President: L. E. Galaspie, Reynolds Metal Bldg., Richmond, Va. Managing Director: Floyd C. Day, c/o Traffic Service Corp., 815 Washington Bldg., Washington 5, D. C.

Associated Warehouses, Inc.—Vice President: G. W. DuBois, 429 N. Prior Ave., St. Paul 4, Minn. Exec. Vice President: Clyde E. Phelps, 549 W. Randolph St., Chicago 6, Ill.

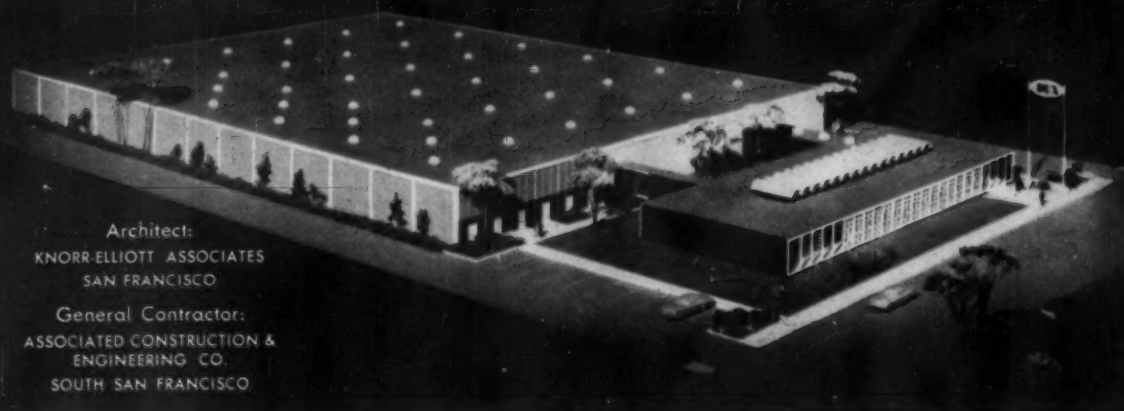
Association of Food Distributors, Inc.—President: Francis L. Whitmarsh, Jr., 425 Park Ave., New York 22, N. Y. Managing Director: T. R. Schoonmaker, 100 Hudson St., New York 13, N. Y.

Association of I.C.C. Practitioners—President: Sam H. Flint, 345 Merchandise Mart Plaza. Exec. Secretary: Mrs. Mary Louise S. Urney, 1112 I.C.C. Building, Washington 25, D. C.

Assn. of Lift Truck and Portable Elevator Manufacturers—President: Paul D. Germond, 86th St., North Bergen, N. J. Secy-Treas.: L. West Shea, 1 Gateway Center, Pittsburgh 22, Pa.

Assn. of Professional Material Handling Consultants—President: Irv-
(Please Turn to Page 139)

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(Continued from Page 137)

ing M. Footlik, 9116 Four Winds Way, Skokie, Ill.

Can Manufacturers Institute, Inc. — President: Roger F. Hepenstal, 100 Park Ave., New York, N. Y. Exec. Director: H. Ferris White, 821 18th St., N. W., Washington 5, D. C.

Canvas Products Assn. International — President: William C. Brooks, 7023 Blair Rd., Washington 12, D. C. Managing Director: Donald A. Campbell, 224 Endicott Bldg., St. Paul 1, Minnesota.

Certified Cold Fur Storage Assn. — President: Herman Winston, 409 Tyson St., Baltimore, Md. Managing Director: J. A. Gregory, 500 E. 3, Kansas City 6, Mo.

Chainstore Traffic League—President: A. G. Milligan, 114 Fifth Ave., New York 11, N. Y.

Chamber of Commerce of the United States—President: Erwin D. Canham, Boston, Mass. Exec. Vice President: Arch N. Booth, 1615 H St., N. W., Washington, D. C.

Common Carrier Conference—Irregular Route—President: Eldon Miller, P. O. Box 232, Iowa City, Iowa. Exec. Director: Thomas F. Robertson, 1424 Sixteenth St., N. W., Washington 6, D. C.

Contract Carrier Conference of A.T.A. — Chairman: C. J. Williams, 3150 N. 117th St., Milwaukee 16, Wis. Managing Director: Mrs. Vee H. Kennedy, 1424 16th St., N. W., Washington 6, D. C.

Conveyor Equipment Manufacturers Assn.—President: J. B. Nordholt, Jr., Tiffin, Ohio. Exec. Vice President: R. C. Sollenberger, 1 Thomas Circle, Washington 5, D. C.

Cooperative Food Distributors of America—President: Mike Robowitz, 1810 E. Jasper St. Exec. Vice President: Ray O. Harb, 141 W. Jackson Blvd., Chicago 4, Ill.

Customs Brokers & Forwarders Assn. of America, Inc.—President: Walter J. Mercer. Exec. Secretary: John F. Budd, 8-10 Bridge St., New York 4, N. Y.

Distribution Service, Inc.—President: D. E. Taylor, 800 N. Hamilton St., Spokane 11, Wash. Managing Director: J. G. Temple, 251 E. Grand Ave., Chicago 11, Ill.

Electric Overhead Crane Institute, Inc.—President: Arland R. Walkley, Muskegon, Mich. Exec. Secretary: Joe H. Peritz, 1 Thomas Circle, Washington 5, D. C.

Export Managers Club of N. Y., Inc. — President: J. C. Gilson, 3 W. 57th St., New York 19, N. Y. Exec. Secretary: Miss Helen J. Devlin, 93 Worth St., New York 13, N. Y.

Fibre Box Assn.—President: Charles

H. Carpenter, 7200 Westfield Ave., Camden, N. J. Exec. Manager: Albert W. Luhrs, 1145 19th St., N. W., Washington 6, D. C.

Fibre Drum Manufacturing Assn.— President: Harold M. Walter, 530 Fifth Ave., New York 36, N. Y. Managing Director: Glenn Mather, P. O. Box 1328 Grand Central Station, New York 17, N. Y.

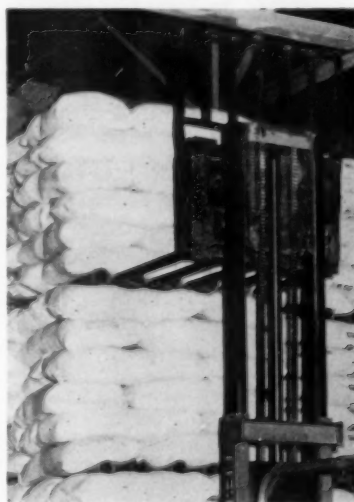
Freight Forwarders Institute—President: Giles Morrow. Administrative Assistant: Richard J. Riddick, 1012 14th St., N. W., Washington 5, D. C.

Glass Container Manufacturers Institute, Inc.—President: Fred N. Dundas, P. O. Box 190, Montreal, Quebec, Canada. Managing Director: R. L. Cheney, 99 Park Ave., New York 16, N. Y.

The Gunned Industries Assn.—President: R. T. Meyer, 1706 S. Broadway, Green Bay, Wis. Managing Director: Philip O. Deitsch, 11 W. 42nd St., New York 36, N. Y.

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Hoist Manufacturers Assn., Inc. — President: Milton L. Aitken, Springfield, Ohio. Exec. Secretary: Joe H. Peritz, 1 Thomas Circle, Washington 5, D. C.

Household Goods Carriers' Bureau— President: Shelby Hood, Chicago, Ill. Exec. Secretary: Francis L. Wyche, 2000 P St., N. W., Washington, D. C.

The Industrial Bag and Cover Assn.— President: Alvin A. Abramson, 5221 Natural Bridge Ave., St. Louis 15, Mo. Managing Director: Philip O. Deitsch, 11 W. 42nd St., New York 36, N. Y.

The Industrial Truck Assn.— President: L. C. Daniels, Box 512, Milwaukee 1, Wis. Exec. Secretary: L. West Shea, 1 Gateway Center, Pittsburgh 22, Pa.

International Air Transport Assn. — President: J. R. D. Tata, Bank of India Bldg., Mahatma Gandhi Rd., Fort Bombay 1, India. Director General: Sir William P. Hildred, 1060 University St., Montreal, Quebec, Canada.

Liquefied Petroleum Gas Assn., Inc.— President: F. L. Fagan, Box 38, Granite Quarry, N. C. Exec. Secretary: Howard D. White, 11 S. LaSalle St., Chicago 3, Ill.

Local Cartage National Conference— President: Harry L. Grubbs, Jr., 61 Pierce St., N. E., Washington, D. C. Managing Director: James R. Lindsay, 1424 16th St., N. W., Washington 6, D. C.

The Maritime Assn. of the Port of New York—President: Edward J. Barber, 17 Battery Place, New York 4, N. Y. General Manager and Counsel: William F. Giesen, 80 Broad St., New York 4, N. Y.

Material Handling Equipment Distributors Assn.—President: Arthur R. Canfield, 419 E. 3rd St., Los Angeles, Calif. Exec. Secretary: William R. Noble, 1028 Connecticut Ave., Washington 6, D. C.

The Material Handling Institute, Inc. — President: Mr. Eugene Caldwell, 8000 Baker Ave., Cleveland 2, Ohio. Managing Director: L. West Shea, Suite 759, 1 Gateway Center, Pittsburgh 22, Pa.

Mayflower Warehousemen's Assn. — President: O. V. Merrill, 135 Townsend St., San Francisco, Calif. Managing Director: A. W. Tarter, 810 Guaranty Bldg., Indianapolis 4, Ind.

Monorail Manufacturers Assn.—President: Wilbur Mayer, Fairfield, Iowa. Exec. Secretary: John C. Messer, 71 W. 35th St., New York 1, N. Y.

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Movers' Warehousemen's Assn. of America, Inc.—President: John W. Geipe, 6323 Baltimore National Pike, Baltimore 28, Md. Exec. Secretary: Carroll F. Genovese, Suite 1101 Warner Bldg., Washington 4, D. C.

N. V. L. Warehousemen's Assn. — President: Marvin Jacobs, 13822 Kinsman Rd., Cleveland, Ohio. Managing Director: Irwin H. Kramer, 13837 Union Ave., Cleveland, Ohio.

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National Automatic Sprinkler and Fire Control Assn., Inc.—President: J. A. Coakley, Jr., Box 360, Youngstown, Ohio. Exec. Director: R. J. Casey, 60 East 42nd St., New York 17, N. Y.

National Cotton Compress and Cotton Warehouse Assn.—President: J. M. Cole, Union, Miss. Exec. Vice President: John H. Todd, P. O. Box 23, 1085 Shrine Bldg., Memphis 1, Tenn.

National Fibre Can and Tube Assn.—President: George R. Browner, Lynchburg, Va. Managing Director: Paul S. Hanway, 274 Madison Ave., New York 16, N. Y.

National Fire Protection Assn.—President: Henry G. Thomas, 93 Cumberland St., Hartford, Conn. General Manager: Percy Bugbee, 60 Battery March St., Boston, Mass.

National Furniture Warehousemen's Assn.—President: J. W. Wright, Jr., Baton Rouge, La. Exec. Managing Director: Edward D. Byrnes, 175 W. Jackson Blvd., Chicago 4, Ill.

National Highway Users Conference, Inc.—Chairman: William S. Richardson. Director: Arthur C. Butler, 966 National Press Bldg., Washington 4, D. C.

The National Industrial Traffic League — President: William H. Ott, 500 Peshtigo Ct., Chicago 11, Ill. Managing Director: L. J. Dorr, 909 Sheraton Bldg., Washington 5, D. C.

National Paper Box Manufacturers Assn., Inc. — President: Wallace Ungemach, 52-07 Flushing Ave., Maspeth 78, L. I., N. Y. Managing Director: Norman T. Baldwin, 1101 Liberty Trust Bldg., Broad & Arch Sts., Philadelphia 7, Pa.

National Safety Council — Managing Director: Jack Horner, 425 North Michigan Ave., Chicago 11, Ill.

National Tank Truck Carriers, Inc.—President: L. A. Odom, Box 1291, Spartanburg, S. C. Managing Director: C. Austin Sutherland, 1424 16th St., N. W., Washington 6, D. C.

National Wooden Box Assn.—President: J. C. Anderson, Gideon, Mo. Exec. Vice Pres.: H. R. Hudson, 402 Barr Bldg., Washington, D. C.

National Wooden Pallet Manufacturers Assn. — President: Thomas N. DePew, 1010 Fullerton Bldg., St. Louis 1, Mo. Exec. Vice President: William H. Sardo, Jr., 609 Barr Bldg., Washington 6, D. C.

The Operations Council-ATA—Chairman: Claude H. Wells, 617 Waugh-town St., Winston-Salem, N. C. Exec. Secretary: James W. Boyer, 1424 16th St., N. W., Washington 6, D. C.

D. H. Overmyer Warehouse Sales Co. — President: Daniel H. Overmyer. Managing Director: George F. Kerwin, 217 Cherry St., Toledo 4, Ohio.

Pacific National Warehouses, Inc. — Exec. Director: John H. Macarthur, 2 Hanford St., Seattle, Washington.

Packaging Institute, Inc.—President: Charles W. Kaufman, 923 Waukegan Rd., Glenview, Ill. Exec. Director: Charles A. Feld, Packaging Institute, Inc., 342 Madison Ave., New York 17, N. Y.

Paraffined Carton Research Council—

Building Remodeled



Work has been completed on an extensive modernization program for Aero Mayflower Transit Co., Inc.'s, six-story building at Indianapolis, Ind. A new front of Indiana limestone with a polished granite base and terra cotta trimming, and a new lobby are striking features of the project. The lobby floor is grey and white terrazzo with brass inlay setting off diagonal squares. In the center of the floor is the company emblem, the Mayflower, in yellow on a green background

Managing Director: Harvey H. Robbins, 111 W. Washington, Chicago 2, Ill.

Pressure Sensitive Tape Council — President: C. Gregg Geiger, 7800 S. Woodlawn Ave., Chicago, Ill. Managing Director: R. G. Breeden, 1201 Waukegan Rd., Glenview, Ill.

Private Carrier Conference, Inc., ATA — President: R. J. Van Liew, 350 5th Ave., New York, N. Y. Managing Director: Vincent L. O'Donnell, 1424 16th St., N. W., Washington, D. C.

Private Truck Council of America, Inc. — President: R. B. Rodgers, 910 S. Michigan Ave., Chicago 80, Ill. Managing Director: James D. Mann, 714 Sheraton Bldg., Washington 5, D. C.

Regular Common Carrier Conference, American Trucking Associations, Inc. — Chairman: A. A. Fowler, Sr., 530 Kentucky Ave., Indianapolis, Ind. Exec. Director: Albert B. Rosenbaum, 1424 16th St., N. W., Washington 6, D. C.

Research & Development Associates — President: Weld Conley, P. O. Box 2022, Milwaukee, Wis. Managing Director: Col. Rohland A. Isker, 1849 West Pershing Rd., Chicago 9, Ill.

Scale Manufacturers Assn., Inc. — President: C. G. Gehringer, 600 S. Michigan Ave., Chicago 5, Ill. Exec. Secretary: Arthur Sanders, 1 Thomas Circle, Washington 5, D. C.

Soc. for Advancement of Management — President: Dause L. Bibby, 1 Atlantic St., Stamford, Conn. Managing Director: Patrick J. Reddington, S. A. M., 74 5th Ave., New York 11, N. Y.

Soc. of Packaging and Handling Engineers — President: John Mount, 1600 Arch St., Philadelphia, Pa. Adm. Secy.: Miss Kay Crowley, 14 E. Jackson, Chicago, Ill.

Trade Relations Council — Chairman: Ralph A. Butland, 370 4th Ave., New York, N. Y. Exec. Vice President: Richard H. Anthony, 19 W. 44th St., New York 36, N. Y.

Traffic Audit Bureau, Inc. — President: A. C. Burke, P. O. Drawer 1734, Atlanta, Ga. Managing Director: V. H. Pelz, 60 E. 42nd St., New York, N. Y.

Transportation Assn. of America — President: Dr. George P. Baker, Harvard Graduate School of Business Administration, Boston, Mass. Exec. Vice President: Harold F. Hammond, TAA—1000 Connecticut Ave., N. W., Washington 6, D. C.

Truck Trailer Manufacturers Assn. — President: C. W. Alexander, Lufkin, Texas. Managing Director: John B. Hulse, 701 Albee Bldg., Washington 5, D. C.

Wirebound Box Manufacturers Assn., Inc. — President: K. P. Lane, P. O. Box 1538, Richmond 12, Va. Managing Director: L. S. Beale, 222 W. Adams St., Chicago 6, Ill. ●

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STEEL

- Resists abrasions — won't chip.
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- Fireproof.
- Won't absorb liquids, resists stains.
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1959 Calendar of Events For Distribution Associations

Jan. 11-15—Highway Research Boards National Academy of Science, Annual Meeting, Sheraton-Park Hotel, Washington, D. C.

Jan. 11-14—National Retail Merchants Assn., Convention & Exhibit, Jung Hotel, New Orleans, La.

Jan. 18-22—American Railway Car Institute, Annual Meeting.

Jan. 24-28—Truck Trailer Manufacturers Assn., Annual Meeting, del Coronado, Coronado, Calif.

Jan. 26-27—Transportation Assn., of America, Annual Meeting, Commodore Hotel, New York, N. Y.

Jan. 28-29—Private Truck Council of America, Inc., Annual Meeting, Hotel Roosevelt, New York, N. Y.

Jan.—American Material Handling Soc., Inc., Annual Meeting, Cleveland, Ohio

Jan.—Canvas Products Assn. International, Semi-Annual Board Meetings, Roosevelt Hotel, New Orleans, La.

Jan.—Freight Forwarders Institute, Annual Meeting

Feb. 2—American Merchant Marine Institute, Inc., Annual Meeting, Headquarters, 11 Broadway, New York 4, N. Y.

Feb. 7-9—National Wooden Pallet Manufacturers Assn., Semi-Annual Meeting, Hollywood Beach Hotel, Hollywood, Fla.

Feb. 8-12—RCCC of ATA, Winter Meeting, Americana Hotel, Miami Beach, Fla.

Feb. 9—Assn. of Food Distributors, Inc., Annual Meeting, New York, N. Y.

Feb. 18-20—National Wooden Box Assn., Annual Meeting, Boca Raton, Fla.

Feb. 23—The American Waterways Operators, Inc., Annual Meeting, Mayflower Hotel, Washington, D. C.

Feb. 29—to March 3—Common Carrier Conference-Irregular Route, Annual Meeting, Shoreham Hotel, Washington, D. C.

Feb.—Certified Cold Fur Storage Assn., Annual Meeting, New York, N. Y.

March 2—Can Manufacturers Institute, Inc., Annual Meeting, Waldorf-Astoria, New York, N. Y.

March 3-5—Movers' & Warehousemen's Assn. of America, Inc., Annual Meeting, The Americana, Bal Harbour, Miami Beach, Fla.

March 6-11—National Furniture Warehousemen's Assn., Annual Meeting, Hollywood Beach Hotel, Hollywood Beach, Fla.

March 16-19—Mayflower Warehousemen's Assn., Annual Meeting, Shoreham Hotel, Washington, D. C.

March 16-19—National Truck Leasing System, Spring Executive Conference, San Marcos Hotel, Chandler, Ariz.

March 29-30—The Export Managers Club of N. Y., Inc., Annual Convention, Hotel Statler Hilton, New York, N. Y.

March—Liquefied Petroleum Gas Assn., Inc., Southeastern District Convention & Trade Show, Atlanta, Ga.

April 4-7—National Packaging Exposition, Atlantic City, N. J.

April 7-8—Society for Advancement of Management, Annual Meeting, Statler, New York, N. Y.

April 19—The Maritime Assn. of the Port of New York, Port of New York Day Celebration, Maritime Exchange Floor, New York, N. Y.

April 19-21—Research & Development Associates, Annual Meeting, Congress Hotel, Chicago, Ill.

April 22-24—Associated Warehouses, Inc., Annual Meeting, Americana, Bal Harbour, Fla.

April 22-23—Heavy-Specialized Carriers Conference, Annual Meeting, Netherland Hilton Hotel, Cincinnati, Ohio.

April 23—American Chain of Warehouses, Inc., Annual Meeting, Americana Hotel, Bal Harbour, Fla.

April 23-29—Distribution Service, Inc., Annual Meeting, The Americana Hotel, Miami Beach, Fla.

April 24—Affiliated Cold Storage Companies, Inc., Annual Meeting, Americana Hotel, Miami Beach, Fla.

April 24—Affiliated Warehouse Companies, Inc., Annual Meeting, Americana Hotel, Miami Beach, Fla.

April 24—Allied Distribution, Inc., Annual Meeting, Americana, Miami Beach, Fla.

April 24-28—American Warehousemen's Assn., Annual Meeting, Americana, Miami Beach, Fla.

April 24-28—American Warehousemen's Assn-Merchandise Division, Annual Meeting, Americana, Miami Beach, Fla.

April 24-27—Cooperative Food Distributors of America, Annual Meeting, Statler Hotel, Washington, D. C.

April 24-28—Local Cartage National Conference, Annual Meeting, New Yorker, New York, N. Y.

April 24-29—National Assn. of Refrigerated

Warehouses, Inc., Annual Meeting, Americana, Bal Harbour, Fla.

April 26-28—Fibre Box Assn., Spring Meeting, Edgewater Beach Hotel, Chicago, Ill.

April 26—The Maritime Assn. of the Port of New York, Annual Meeting, Board Room at Maritime Exchange, New York, N. Y.

April 27 to May 1—National Paper Box Manufacturers Assn., Inc., Annual Meeting, Jung Hotel, New Orleans, La.

May 1-4—Chamber of Commerce of the United States, Annual Meeting, U. S. Chamber Building, Washington, D. C.

May 1-4—Liquefied Petroleum Gas Assn., Inc., Annual Meeting & Trade Show, Conrad Hilton, Chicago, Ill.

May 1-6—The Operations Council-ATA, Annual Meeting & Trade Show, Shamrock Hilton Hotel, Houston, Texas

May 2-4—Airline Ground Transportation Assn., Inc., Annual Meeting, Hotel Ambassador, Los Angeles, Calif.

May 9-11—The Associated Cooperage Industries of America, Inc., Annual Meeting, Sheraton-Jefferson, St. Louis, Mo.

May 9-11—National Tank Truck Carriers, Inc., Annual Meeting & Trade Show, Mark Hopkins, San Francisco, Calif.

May 10-12—Chainstore Traffic League, Annual Meeting, Hotel Jefferson, St. Louis, Mo.

May 10-11—National Cotton Compress and Cotton Warehouse Assn., Annual Meeting, Biltmore Hotel, Atlanta, Ga.

May 10-12—National Highway Users Conference, Inc., Biennial Meeting, Mayflower Hotel, Washington, D. C.

May 10-13—RCCC of ATA, Spring Meeting, Shoreham Hotel, Washington, D. C.

May 16-20—National Fire Protection Assn., Annual Meeting, Queen Elizabeth Hotel.

May 17—Customs Brokers & Forwarders Assn. of America, Inc., Annual Meeting, Fraunces Tavern Restaurant, New York, N. Y.

May 20—National Defense Transportation Assn., Transportation Day, Hotel Roosevelt, New Orleans, La.

May 23-27—Airport Operators Council, Inc., Annual Meeting, Deschler-Hilton, Columbus, Ohio.

May—Assn. of ICC Practitioners, Annual Meeting, Dallas, Texas.

May—Fibre Drum Manufacturers Assn., Annual Meeting, New York, N. Y.

May—National Fibre Can and Tube Assn., Annual Meeting, New York, N. Y.

June 6-8—The Material Handling Institute, Inc., New England Show, Commonwealth Armory, Boston, Mass.

June 26-28—National Wooden Pallet Manufacturers Assn., Annual Meeting, Chatham Bars Inn, Chatham, Mass.

June—American Material Handling Soc., Inc., Annual Meeting & Regional Shows, Cleveland, Ohio.

June—Wirebound Box Manufacturers Assn., Inc., Annual Meeting.

July 11-13—Scale Manufacturers Assn., Inc., Annual Meeting, Manoir Richelieu, Murray Bay, P. Q., Canada.

Sept. 12-16—International Air Transport Assn., Annual Meeting, Copenhagen, Denmark.

Oct. 7-9—National Assn. of Shippers Advisory Boards, Annual Meeting, Jung Hotel, New Orleans, La.

Oct. 9-14—American Trucking Associations, Inc., National Truck Rodeo, Waldorf-Astoria, New York, N. Y.

Oct. 10-12—Fibre Box Assn., Annual Meeting, Waldorf-Astoria, New York, N. Y.

Oct. 12-15—Canvas Products Assn. International, Annual Meeting, Roosevelt Hotel, New Orleans, La.

Oct. 13-18—Regular Common Carrier Conference, American Trucking Associations, Inc., Annual Meeting, Waldorf-Astoria Hotel, New York, N. Y.

Oct. 16-21—American Trucking Associations, Inc., Annual Meeting, Waldorf-Astoria, New York, N. Y.

Oct. 16-17—Pressure Sensitive Tape Council, Annual Meeting.

Oct. 17-18—Private Carrier Conference, Inc., American Trucking Associations, Annual Meeting, Waldorf-Astoria Hotel, New York, N. Y.

Oct. 19-23—National Safety Council, Annual Meeting, 47th National Safety Congress, Conrad Hilton Hotel, Chicago, Ill.

Oct. 22-25—Conveyor Equipment Manufacturers Assn., Annual Meeting, The Greenbrier Hotel, White Sulphur Springs, W. Va.

Oct. 31 to Nov. 2—Packaging Institute, Inc., Annual Meeting, Statler-Hilton Hotel, New York, N. Y.

Oct.—Contract Carrier Conference, A.T.A., Annual Meeting, Waldorf-Astoria, New York, N. Y.

Oct.—Household Goods Carrier Bureau, Annual Meeting, Du Pont Plaza, Washington, D. C.

Nov. 8-10—The Material Handling Institute's Central States Show, Kentucky Fair and Exposition Center, Louisville, Ky.

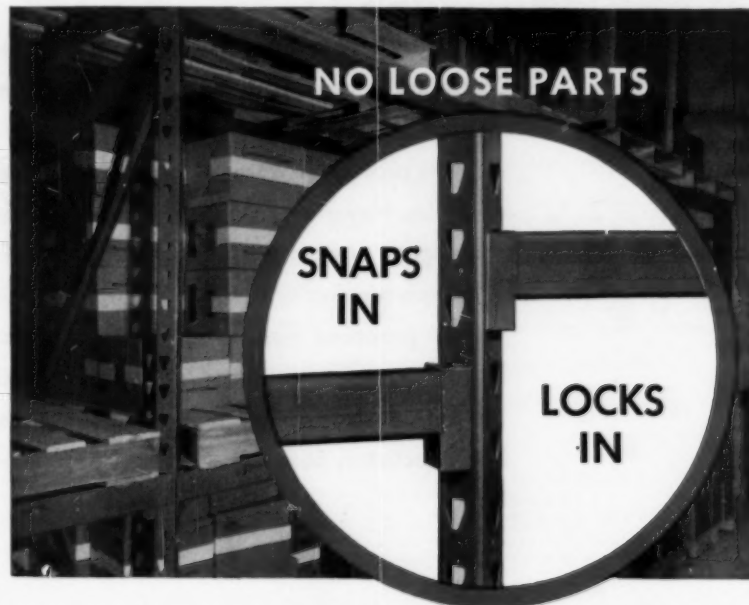
Nov. 17-18—National Industrial Traffic League, Annual Meeting, Commodore, New York, N. Y.

Nov. 20-23—National Defense Transportation Assn., Annual Meeting, Hotel Roosevelt, New Orleans, La.

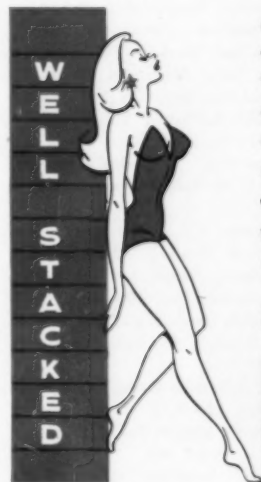
Dec.—The Material Handling Institute, Inc., Annual Meeting, New York, N. Y. •

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Directory of Insurance Companies in Distribution

Listed below are the largest insurance companies writing insurance to protect goods from the time they leave the shipper until they reach the consignee. Their policies give carriers protection against the risks that would ordinarily be theirs. However, they also write policies which protect the shipper against loss or damage resulting from causes for which the carrier is not responsible. This is only a partial list prepared from the files of The Spectator on the basis of premium volume. Over 400 companies write this type of insurance. A complete list is available for \$3 from The Spectator, 56th and Chestnut Sts., Philadelphia 39, Pa.

Aetna Insurance Co., 55 Elm St., Hartford 15, Conn.
 Agricultural Ins. Co., (Agricultural Group), 215 Washington St., Watertown, N. Y.
 American Home Assur., (American Home Group), 59 John St., New York 38, N. Y.
 American Insurance, (American Group), 15 Washington St., Newark 1, N. J.
 American Manufacturing Mutual, 20 N. Wacker Drive, Chicago 6, Ill.
 American Surety Co. of N. Y., 100 Broadway, New York 5, N. Y.
 Atlantic Mutual Insurance, P. O. Box 6, Wall Street Station, New York 5, N. Y.
 Boston Insurance Co., (Boston Group), 87 Kilby St., Boston 2, Mass.
 Camden Fire Ins. Assoc., 5th & Federal Sts., Camden 1, N. J.
 Centennial Insurance, (Atlantic Group), 770 Broadway New York, N. Y.
 Central Mutual Insurance, 800 S. Washington Street, Van Wert, Ohio
 Central Surety & Insurance Corp., (North British Group), 1737 McGee St., Kansas City 8, Mo.
 Connecticut Fire, (Phoenix Hartford Group), 61 Woodland St., Hartford 15, Conn.
 Continental, (Amer. Fore-Loyalty Group), 80 Maiden Lane, New York 38, N. Y.

Employers Fire, (Employers Group), 110 Milk St., Boston 7, Mass.
 Farmers Mutual Hail Insurance Iowa, 2323 Grand Ave., Des Moines, Iowa
 Federal Insurance Co., (Chubb & Son Groups), Holland Township, N. J.
 Federated Mutual Implement & Hardware, 129 E. Broadway, Owatonna, Minn.
 Fidelity-Phenix Fire, (America Fore-Loyalty), 80 Maiden Lane, New York 38, N. Y.
 Fireman's Fund Insurance Co., (The Fund Group), 3333 California St., San Francisco 20, Calif.
 Fireman's Insurance, (America Fore-Loyalty Group), 10 Park Place, Newark 1, N. J.
 General Insurance Co. of America, (General American Group), 4347 Brooklyn Ave., Seattle 5, Wash.
 Glens Falls Insurance Co., Glens Falls, N. Y.
 Great American Insurance Co., (Great American Group), 99 John St., New York 38, N. Y.
 Hanover Fire, (Hanover Group), 111 John St., New York 38, N. Y.
 Hardware Dealers Mutual Fire, 200 Strongs Ave., Stevens Point, Wis.
 Hartford Fire, (Hartford Group), 690 Asylum Ave., Hartford, Conn.

Home Fire & Marine, (The Fund Group), 3333 California St., San Francisco, Calif.
 Home Insurance Co., The, 59 Maiden Lane, New York 8, N. Y.
 Insurance Co. of North America, (N. A. Group), 1600 Arch St., Philadelphia 1, Pa.
 Liberty Mutual Insurance, 175 Berkley St., Boston 17, Mass.
 London Assurance, (London Group), London, England
 Loyalty Group, 10 Park Place, Newark, N. J.
 National Fire, (Continental-Nat. Group), 1000 Asylum Ave., Hartford, Conn.
 National Union Fire, (National Union Group), 139 University Place, Pittsburgh 13, Pa.
 New Hampshire, (New Hampshire Group), 1750 Elm St., Manchester 11, N. H.
 Niagara Fire, (America Fore-Loyalty Group), 80 Maiden Lane, New York 38, N. Y.
 North River Insurance, (Crum & Foster Group), 110 William St., New York 38, N. Y.
 Northwestern Mutual Insurance, 217 Pine St., Seattle 1, Wash.
 Old Colony, (Boston Group), 87 Kilby St., Boston 2, Mass.

Pennsylv
 508-10
 Phoenix
 Group
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DA Motor Vehicle Tax and Fee Guide

This state-by-state breakdown of motor vehicle taxes and fees was prepared as a handy guide for motor common carriers, operators of private truck fleets, warehousemen with truck operations, and other persons who use the motor vehicle for the transportation of goods. Following is a brief description of the major taxes and fees involved:

Property Taxes—Usually levied on a per vehicle basis, and must be paid before vehicle can be registered in most cases.

Sales Taxes—Usually included at time of vehicle purchase.

Fuel Taxes—Few fuels are exempt. Where "fuel use tax" is indicated, interstate operators must pay the state's fuel tax on all fuel used within the state, even if it was purchased outside of the state.

Registration Fees—Basic charges by state

motor vehicle departments for privilege of using highways.

Regulatory Fees—Charges levied by utility commissions to pay for regulation of for-hire carriers. Three most common are:

(1) Operating authority certificate fee, (2) Vehicle permit plates, (3) Gross receipts tax.

Retaliatory Taxes—Levied by states on vehicles from those states imposing a weight-distance or similar "third structure tax" not subject to reciprocity.

State	State Property Tax	Sales Tax	Fuel Tax** (\$ per gal)	Registration Fee	PUC Regulatory Fees	Other
Alabama.....	X	X	7	X	X	Mileage tax
Arizona.....	X	X	5	X	X	Carrier gross receipts tax
Arkansas.....	X	X	6½	X	X	Fuel use tax
California.....	X	X	6	X	X	Carrier gross receipts tax; pro rata regist.
Colorado.....	X	X	6	X	X	Mileage tax; pro rata registration
Connecticut.....	X	X	6	X	X	
Delaware.....	X	X	5	X	X	
D. of C.....	X	X	6	X	X	
Florida.....	X	X	7	X	X	Mileage tax; fuel use tax
Georgia.....	X	X	6½	X	X	Fuel use tax
Idaho.....	X	X	6	X	X	Mileage tax
Illinois.....	X	X	5	X	X	Pro rata registration
Indiana.....	X	X	6	X	X	Carrier gross income tax
Iowa.....	X	X	6	X	X	Fuel use tax; pro rata registration
Kansas.....	X	X	5	X	X	Fuel use tax; pro rata registration
Kentucky.....	X	X	7	X	X	Fuel use tax; carrier fuel surtax; truck weight tax
Louisiana.....	X	X	7	X	X	Carrier gross receipts taxes
Maine.....	X	X	7	X	X	Fuel use tax; local excise tax
Maryland.....	X	X	6	X	X	Fuel use tax; truck weight tax
Massachusetts.....	X	X	6½	X	X	Fuel use tax
Michigan.....	X	X	6	X	X	Mileage tax
Minnesota.....	X	X	5	X	X	Fuel use tax; carrier gross income tax
Mississippi.....	X	X	7	X	X	Pro rata registration
Missouri.....	X	X	3	X	X	Fuel use tax; special vehicle use tax; pro rata registration; gross income tax
Montana.....	X	X	6	X	X	
Nebraska.....	X	X	7	X	X	Pro rata regis.; carrier weight or mileage tax
Nevada.....	X	X	6	X	X	Reciprocal retaliatory taxes permitted
New Hampshire.....	X	X	7	X	X	
New Jersey.....	X	X	5	X	X	Carrier gross income tax; pro rata regis.
New Mexico.....	X	X	6	X	X	
New York.....	X	X	6	X	X	Truck mileage tax; utility franchise taxes
North Carolina.....	X	X	7	X	X	Fuel use tax; carrier gross income tax
North Dakota.....	X	X	6	X	X	Mileage tax; pro rata registration
Ohio.....	X	X	7	X	X	Truck mileage tax
Oklahoma.....	X	X	6½	X	X	Fuel use tax
Oregon.....	X	X	6	X	X	Pro rata registration; mileage tax
Pennsylvania.....	X	X	5	X	X	Carrier gross receipts tax
Rhode Island.....	X	X	6	X	X	
South Carolina.....	X	X	7	X	X	Fuel use tax; carrier mileage tax
South Dakota.....	X	X	6	X	X	Carrier mileage or weight tax
Tennessee.....	X	X	7	X	X	Fuel use tax
Texas.....	X	X	5	X	X	Intangible assets tax
Utah.....	X	X	6	X	X	Reciprocal retaliatory taxes permitted
Vermont.....	X	X	6½	X	X	
Virginia.....	X	X	6	X	X	Fuel use tax; truck fuel surtax
Washington.....	X	X	6½	X	X	Carrier weight or mileage tax; pro rata reg.
West Virginia.....	X	X	7	X	X	Fuel use tax; carrier gross receipts tax
Wisconsin.....	X	X	6	X	X	Pro rata registration
Wyoming.....	X	X	5	X	X	Mileage tax

* Alternative mileage tax.

** Gasoline tax per gallon; there also is a 3¢ per gallon Federal Tax.

Source: National Highway Users Conference.

All data as of August 15, 1959.

Pennsylvania Fire, (North British Group),
508-10 Walnut St., Philadelphia 6, Pa.
Phoenix Insurance, (Phoenix Hartford
Group), 61 Woodland St., Hartford 15,
Conn.
Providence Washington, 20 Washington
Place, Providence, R. I.
Queen Insurance Co., (Royal-Globe
Group), 150 William St., New York 38,
N. Y.
Reliance Insurance Co., (Reliance Group),
401 Walnut St., Philadelphia 6, Pa.
St. Paul Fire & Marine, (St. Paul F & M
Grp.), 111 W. Fifth St., St. Paul 2,
Minn.
St. Paul Mercury Insurance Co., (St. Paul
F & M Grp.), 111 W. Fifth St., St.
Paul 2, Minn.
Sea Insurance Co., Ltd., (Chubb & Son
Group), Liverpool, London
Springfield F & M, (Springfield Group),
1250 State St., Springfield 1, Mass.
Standard Fire Insurance, (Aetna Life
Group), Hartford 15, Conn.
Swiss Reinsurance, (Swiss Reins. Group),
Zurich, Switzerland
United States Fire, (Crum & Forster
Group), 110 William St., New York 38,
N. Y.
Westchester Fire, (Crum & Forster Group),
110 William St., New York 38, N. Y.

Frequently Used Abbreviations In Distribution

Amdt.—Amendment
A.Q.—Any quantity
Arb.—Arbitrary
Arr.—Arrive, Arrival
Auth.—Authority
A/W—Actual weight
B.B.—Break bulk
B.E.—Bureau of Explosives—Bill of Exchange
B/L—Bill of lading
Bls.—Bales
B/O—Bad order notation
C.A.F.—Cost and freight
C.I.F.—Cost insurance and freight
Ck.—Cask or check
Class'n.—Classification
C.L.—Connecting line
C/O—Care of
Col.—Column
Coll.—Collect
Com.—Committee
Comb.—Combination
Cor.L.—Corrosive liquid
C.P.G.—Cotton piece goods
Cr.—Credit or creditor
C.R.—Carrier's risk
CRTS.—Crates
CTNS.—Cartons
Cu.Ft.—Cubic foot or feet
Cwt.—Hundredweight
Diam.—Diameter
Diff.—Differential
Disc.—Discount
Disp.—Dispatch
Dist.—District or distance
Dk.—Dock
Do.—Ditto
Dr.—Drums
E.B.—Eastbound
E.g.—Exempli gratia (for example)
Est.—Estimated
Est.Wt.—Estimated weight
Etc.—Et cetera (and other things; and so forth)
Ex.—Exchange, express, or example

Ex.B.L.—Exchange bill of lading
Except.—Exception
F.A.—Free astray or freight astray
F.A.S.—Free along-side steamer
Fir.—Firkin
F.O.B.—Free on board
Gr.—Gross
G.T.—Gross ton
Hhd.—Hogshead
I.&S.Docket—Investigation and suspension docket
I.e.—Id Est (that is)
I.B.—Inbound or in bond
I.C.C.—Interstate Commerce Commission
I.C.C.F.F.—Designation used on tariffs filed with Interstate Commerce Commission by freight forwarders
I.C.C.Spec'n.—Interstate Commerce Commission specification
I.C.C.Rep.—Interstate Commerce Commission reports
I.C.Rep.—Interstate Commerce reports
I.L.—Interline
Inc.—Inclusive or incorporated
Inf.L.—Inflammable liquid
Inf.S.—Inflammable solid
Inst.—Instant
Inter.—Interstate
Intra.—Intrastate
Int.Rev.—Internal Revenue
Inv.—Invoice
I.R.D.—Internal Revenue Department
Jt.—Joint
K.D.—Knocked down
K.D.F.—Knocked down flat
L.C.—Carload minimum weight
L.C.L.—Less than carload
L.&D.—Loss and damage
Liq.—Liquor or liquid
Lg.Tn.—Long ton (2240 lb)
Ltge.—Lighterage
L.T.L.—Less than truckload

MF-I.C.C.—Designation used on tariffs and schedules filed with Interstate Commerce Commission by carriers subject to motor carrier act
M.C.—Minimum charge
Min.Wt.—Minimum weight
M.O.—Money order
Mty.—Empty
N.A.C.—North Atlantic Coast
N.B.—Northbound
N.O.I.—Not otherwise indexed
N.O.I.B.N.—Not otherwise indexed by name
N.O.S.—Not otherwise specified
Nstd.—Nested
N.T.—Net ton
O/C—Overcharge
O/N—Order notify
O.R.—Owners risk
O.S.&D.—Over short and damage
O/T—Other than
OT—Open top trailer
P.D.—Property damage
PerAn.—Per annum
Pfd.—Preferred
P.H.P.—Packing house products
Pl.—Place or public liability
P.P.—Prepay or prepaid
Pro.—Progressive
P.U.—Pick up
P.U.C.—Public Utilities Commission
P.U.&D.—Pick up and delivery
R/C—Reconsignment
Reg.—Regulations
Rel.—Released
Rep.—Report or representative
S.B.—Southbound
Sec.—Section
Shtg.—Shortage
Sh.Tn.—Short ton (2000 lbs.)
S.L.&C.—Shipper's load and count
S.O.—Shipping order
S.R.—Shipping receipts
Stats.—Statutes
S.U.—Set up
Sup.—Supplement
S.C.—Surcharge
Tc.—Tierce
Tfr.—Transfer
T.L.—Truck load
Tnge.—Tonnage
Tran.—Transit
Trf.—Tariff
U.C.—Undercharge
V.—Versus
Val.—Value
Viz.—Namely
Vs.—Versus
W/B—Way bill
W.B.—Westbound
Whf.—Wharf-wharfage
Whse.—Warehouse

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By Leo T. Parker
Legal Consultant,
Distribution Age

WITHIN THE LAW

WAREHOUSING

When is a warehousemen's clause pertaining to limited liability for lost goods valid?

Last month a higher court held that a clause limiting a warehouse company's liability for lost goods is valid and enforceable, if the owner of the goods failed to pay higher storage charges and thereby legally avoid the limitation clause. This is so although the owner of the stored goods promptly paid the storage charges for many years.

For example, in *E— v. C— M— and S— Co.*, 313 S. W. (2d) 173, the testimony disclosed these facts: One E— stored with the C— M— and S— Co. some household goods.

Among the goods were two large rugs valued at \$850. However, the general warehouse receipt covering all of the goods contained a provision limiting the liability of the warehouse company to the sum of \$25.00 for the contents of each package.

When E— called at the warehouse to take possession of his goods he found that the rugs were missing. He sued the warehouse company for \$850, the full value of the rugs. During the trial evidence was introduced showing that the goods remained in storage for over 13 years and the charges for the storage were all paid.

The lower court held that the warehouse company must pay E— \$850. The higher court, however, promptly reversed this verdict and held the warehouse company liable for only \$50. This court said:

"There was introduced testimony that the value of the rugs as of the date that they were placed in storage was \$850. On this point there is no dispute. It is also conceded that a warehouseman may limit his liability by contract.

"The condition of the rugs could not have been known to the warehouseman. Their value was not declared. They might have been of great value or of very little value, and this was

the reason for the limitation of liability which the plaintiff (E—) could have escaped had she declared the value of the rugs."

A few weeks ago a higher court rendered another important decision pertaining to limitation clauses. The court held that a contract or warehouse receipt limiting a warehouseman's liability for loss of or destruction of stored merchandise is void if the testimony shows that the owner of the stored goods did not agree to the contents of the limitation clause.

For example, in *H— v. F— M— and S— Co.*, 148 N. E. (2d) 104, the testimony showed facts, as follows: A naval officer, named H— knew that the United States was accustomed to reimbursing naval officers for the expense of packing and transporting their household goods, transported to their newly assigned bases.

The F— M— and S— Co. attended to packing and hauling household effects from H—'s residence to the warehouse. They remained in storage until the warehouse caught fire and H—'s goods were totally destroyed.

In subsequent litigation the testimony showed that the Navy Department, in order to facilitate its practice of taking care of the handling the household effects of Navy personnel, had adopted the plan of placing on file with warehousemen a government contract.

It was a rather lengthy document and one of the provisions was that "In addition the contractor (warehouseman) shall be responsible to the owner

of any goods which it handled pursuant to this contract for any and all loss or damage to such goods resulting from the contractor's (warehouseman's) improper performance under this contract up to a maximum amount of \$30 per hundred pounds thereof."

In other words, according to this government contract the warehouseman could not be held liable for more than \$30 per hundred pounds.

Notwithstanding this government limitation, the higher court held the warehouseman liable for full value of H—'s destroyed goods, and said:

"Notwithstanding that the evidence shows that H— never saw the document and knew nothing of its existence, it is contended that his right to recovery is limited by it.

As he was not a party to that agreement, the only effect was to limit the storage charge against the Navy."

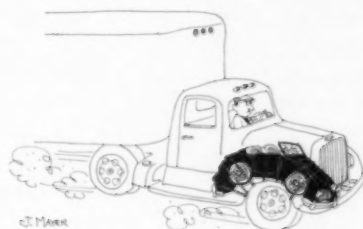
If there is not positive proof of negligence, can the court still hold a warehouseman liable?

A few weeks ago a higher court rendered an important decision to the effect that either a warehouseman or common carrier may be held liable for damage on circumstantial evidence. This court held that if the testimony indicates that damage to merchandise did not occur before transit, or after transit ended, the lower court is justified in holding the carrier liable.

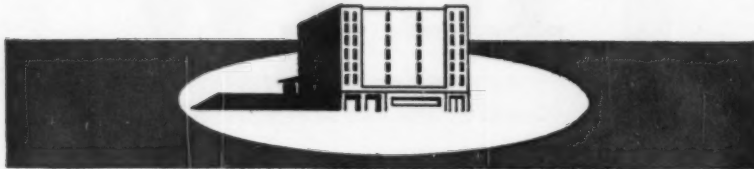
For example, in *R— Corp. v. A— G— & P— Co.*, 326 Pac. (2d) 1048, the testimony showed that the A— G— and P— Co. sued a common carrier to recover the actual value of automobile windshield glass broken during transportation.

During the trial the A— G— and P— Co. proved that the shipment was received by the carrier in good condition and that it was delivered to the consignee in damaged condition.

As the carrier failed to prove that
(Please Turn to Page 191)



Warehouse SPOTLIGHT



Warehouse Briefs

A newly-constructed warehouse has been opened in Memphis, Tenn., by Republic Van and Storage Co.

Air Express International Corp. and Neptune World-Wide Moving announce a new global air express service. The service is termed "Air Van Pak Golden Rocket Service."

Mannheim, Germany, was the scene of North American Van Lines Eu-

rope's recent second Annual Convention. North American Europe is an affiliate of the U. S. firm.

United Van Lines has moved its Eastern regional office to 600 Ridge Rd., North Arlington, N. J.

Sun Van Lines, Inc., Denver, Colo., has joined Neptune World-Wide Moving, Inc., as a representative in the Denver-Colorado Springs area.

AWA Celebrates 68th Anniversary

This month the American Warehousemen's Assn. is celebrating its 68th Anniversary. In commemoration of this event, the names of the original founders of AWA are listed here. For the compilation of this list, DA is indebted to Estelle Emmert, administrative assistant, and Joseph Colquitt, secretary, of the National Assn. of Refrigerated Warehouses, Inc.

Belt Line Storage & Warehouse Co., Kansas City, Mo.
Big Four Storage Warehouses, Cincinnati, Ohio
Buffalo Storage & Cartage Co., Buffalo, N. Y.
Central Union Storage Co., Rochester, N. Y.
Cleveland Storage Co., Cleveland, Ohio
Dixon Storage Co., Indianapolis, Ind.
Gansevoort Freezing & Cold Storage Co., New York, N. Y.
Humboldt Warehouses, San Francisco, Calif.
Kansas City Bonded Warehouse Co., Kansas City, Mo.
Louisville Public Warehouse Co., St. Louis, Mo.
McPheeters Warehouse Co., St. Louis, Mo.
Metropolitan Storage & Transfer Co., Rochester, N. Y.
Nashville Storage & Elevator Co., Nashville, Tenn.
Peoria Transfer & Storage Co., Peoria, Ill.
Riverside Storage Co., Detroit, Mich.
Sibley Fire Proof Warehouses, Chicago, Ill.
Union Cold Storage & Warehouse Co., Chicago, Ill.
Union Storage Co., Pittsburgh, Pa.
Union Transfer & Storage Co., Indianapolis, Ind.
Union Transfer & Storage Co., Detroit, Mich.

MCA to Petition ICC on NYC Case, Plans Review of Case Grant

The Movers Conference of America is forming a petition for presentation before the ICC to obtain a review of Transfer Board action which led to the transferral of the motor carrier operating rights of The New York Central System to New York Central Transport Co. without restriction.

The MCA argues that household goods rights contained in the original certificates were not used and should be stricken from the transferred certificates.

Should the transfer be affected successfully, the MCA feels that the transport company could have unrestricted operating authority between points in Indiana, Illinois, Ohio, New Jersey, Pennsylvania, and New York.

—DA—

ARI Exposition Set for Nov. 2-5

This year's Air-Conditioning and Refrigeration Institute Exposition is scheduled for November 2-5 at Atlantic City's Convention Hall.

Harold J. Humphrey, president of the National Assn. of Frozen Food Packers, will discuss refrigeration's part in the national food supply and distribution picture.

—DA—

The New York State Warehousemen's Assn. will meet for four days, beginning Oct. 4, at Lake Placid, N. Y.

—DA—

Men in the Spotlight

Herbert S. Evans—appointed head of new national sales department, U. S. Van Lines, Inc., Franklin Park, Ill.

Malcolm A. Buckley—president of Merchants Warehouse Corp., Philadelphia, named to committee for Chamber's Annual Dinner.

John J. Thorne—joins Atlas Van Lines, Inc., Chicago, as manager of sales development department.

Dr. H. C. Diehl—elected to honorary life membership; Dr. Herrell De Graf—new member of Board of Governors, The Refrigeration Research Foundation.

Warehouse Directory

Listed below are the more than 350 public warehouses whose services are advertised in this issue of DISTRIBUTION AGE. The listing is alphabetical by city and state. Included are general merchandise warehouses, refrigerated warehouses, and household goods warehouses. Also listed are a number of national warehouse sales organizations.

Additional information on the services and facilities of particular warehouses shown in the listing can be obtained by turning to the advertisements on the following pages. Generally the advertisements appear in the same geographical, alphabetical sequence as the listings below. Still more information can be had by writing directly to the warehouse.

ALABAMA

Birmingham
American Tfr. & Whse. Co., Inc.
Doc's Tfr. & Warehouse, Inc.
Harris Warehouse Co.
Strickland Tfr. & Whse. Co.
Dothan
Security Bonded Whse.

ARIZONA

Phoenix
B-Z-Bee Transp'n. & Whse. Co.
Lightning Mvg. & Whse.

ARKANSAS

Little Rock
Terminal Warehouse Co.
Texarkana
Hunter Tfr. & Storage Co.

CALIFORNIA

Eureka
Baker & Stanton, Inc.
Los Angeles
Bekins Warehousing Corp.
California Warehouse Co.
Central Term. Whse. Co.
Davies Warehouse Co.
Lyon Van & Storage Co.
Overland Term. Warehouse Co.
Pacific Coast Term. Whse. Co.
Pacific Commercial Whse., Inc.
Star Truck & Whse. Co.
Union Terminal Warehouse
Modesto
May Tfr. & Storage Co.
Oakland
Howard Terminal
San Francisco
Kennedy Van & Storage
San Francisco Whse. Co.
San Leandro
Blankenship Warehouse Co.
Whittier
Whittier Tfr. & Stge. Co., Inc.

COLORADO

Colorado Springs
Weicker Tfr. & Stge. Co.
Denver
Alpine State Warehouse
Larsen Tfr. & Stge. Co.
North Denver Tfr. & Stge.
Weicker Tfr. & Stge. Co.
Pueblo
Burch Whse. & Tfr. Co., Inc.
Weicker Tfr. & Stge. Co.

CONNECTICUT

Danbury
Shepard's Warehouse
Hartford
George E. Dewey & Co.
Hartford Despatch & Whse.
Co., Inc.

New Haven
Atlantic Bonded Whse. Corp.
Smedley Company

DELAWARE

Dover
Delmarva Whses., Inc.

DISTRICT OF COLUMBIA

Washington
Commercial Storage Co.
Davidson Tfr. & Storage Co.
Kane Warehouse Company
Terminal Stge. Co. of Wash.

FLORIDA

Clearwater
Clearwater Mvg. & Stge. Co., Inc.
Jacksonville
Jacksonville Warehouse Co.
Laney & Duke Stge. Whse. Co., Inc.
M & M Term. Whse. Company
Peninsular Whse. Company
Union Terminal Whse. Co.
Miami
Colonial Warehouse, Inc.
International Bonded Whse. Corp.
Ryder Bonded Warehouse
Santini Bros., Inc.
Seaboard Whse. Terminals, Inc.
Panama City
Livingston Stge. & Tfr. Co.
Tallahassee
Livingston Stge. & Tfr. Co.
Tampa
Caldwell Bonded Whses.
West Palm Beach
Brown Tfr. & Stge. Service

GEORGIA

Atlanta
American Bonded Whse.
Coweta Bonded Warehouse
Columbus
Livingston Stge. & Tfr. Co.
Savannah
Savannah Bonded Whse. & Tfr. Co.

HAWAII

Honolulu
City Transfer Co., Ltd.
H C & D Mvg. & Stge.

IDAHO

Boise
Boise Cold Stge. Co., Ltd.

ILLINOIS

Cairo
Hudson Warehouses
Chicago
Ace Warehousing Service
Affiliated Whse. Companies

American Chain of Whses., Inc.
Anchor Storage Co.
Associated Warehouses, Inc.
Crooks Terminal Whses., Inc.
Currier-Lee Whses., Inc.
Equipment Storage Corp.
Griswold & Bateman Whse. Co.
Grove Storage Co., Inc.
Joyce Bros. Stge. & Van Co.
Majestic Whses., Inc.
Midland Warehouses, Inc.
North Pier Terminal
Packers Term. & Whse. Corp.
Producers Warehouse Co.
Riverside Warehouse
Soo Terminal Whse.
Sykes Terminal Whse. Co.
Thomson Terminals, Inc.
Trans-American Van Service, Inc.
Wacker Warehouse Co., Inc.
Wakem & McLaughlin, Inc.
Western Warehousing Co.
East St. Louis
McMahon Transfer & Whse. Co.
Mid-America Term. Whse., Inc.
Mississippi Avenue Whse.
Joliet
Joliet Whse. & Tfr. Co.
Kankakee
Belt Route Whse. Stge. Co.
Peoria
United Whsing. Facilities, Inc.
Vandalia
Vandalia Whse. Corp.

INDIANA

Elkhart
Schult General Warehouse
Evansville
Ingle Street Whse. Co.
Mead Johnson Terminal Corp.
Producer's, Inc.
Terminal Whse., Inc.
Fort Wayne
Banner Transfer Co.
Fort Wayne Storage Co., Inc.
Fott Whses., Inc.
Hammond
Great Lakes Whse. Corp.
Illiana Storage Co., Inc.
Nowak Warehouses, Inc.
Indianapolis
Indiana Term'l & Refrig. Co.
Indianapolis Whse. & Stge. Co., Inc.
Merchandise Whse. Co., Inc.
Strohm Whse. & Cartage Co.
Marion
Associated Stge. & Van Co.
Muncie
Oren-Shively Whses.

IOWA

Cedar Rapids
American Tfr. & Stge. Co.
Cedar Rapids Tfr. & Stge. Co.

Davenport
Roederer Transfer & Storage Co.
Dubuque
Dubuque Stge. & Tfr. Co.

KANSAS

Kansas City
G-K Warehouses, Inc.
Transit Whses., Inc.
Topeka
Kansas Van & Stge. Co., Inc.
Wichita
Yellow Van Moving & Stge. Co.

KENTUCKY

Louisville
Falls Cities Tfr. & Stge. Co., Inc.
Louisville Public Whse. Co.
Winchester
Winn Avenue Whses., Inc.

LOUISIANA

Lafayette
Louisiana Whse. & Dist. Co.
New Orleans
H. G. Bauer Mvg. & Stge.
Commercial Term'l Whse., Inc.
Gulf Shipline Storage Corp.
Hayes Drayage & Storage, Inc.
Jackson Warehouses, Inc.
Maloney Tking. & Storage, Inc.
Standard Warehouse Co., Inc.
Shreveport
Herrin Tfr. & Whse. Co., Inc.

MAINE

Bangor
Galt Block Warehouse Co.

MARYLAND

Baltimore
Camden Warehouses
Davidson Transfer & Stge. Co.
Fuchs Transfer Co., Inc.
Rowley Whsing. & Distributing, Inc.
Western Maryland Whse. Co.

MASSACHUSETTS

Boston
Charles River Stores operated by Merchants Whse. Co.
Commodity Warehouse Corp.
Hoosac Storage & Whse. Co.
National Dock & Stge. Whse. Co.
Standard Storage Co.
Wiggin Terminals, Inc.
Lowell
Curran-Morton of Lowell, Inc.
Springfield
Pioneer Valley Refrig. Whse., Inc.

(Please Turn Page)

MICHIGAN

Detroit
Central Detroit Whse. Co.
Detroit Harbor Terminals, Inc.
Fleetwing Terminal Corp.
Grand Trunk Whse. & C. S. Co.
John F. Ivory Storage Co., Inc.
Jefferson Terminal Whse.
Lakeshore Warehouse Inc.
United States Cold Stge. Corp.
Saginaw
Central Warehouse Co.

MINNESOTA

Mankato
Ben Deike Tfr. & Stge., Inc.
Minneapolis
Minneapolis Terminal Whse. Co.
Security Warehouse Co.
St. Paul
Ballard Stge. & Tfr. Co.
Central Warehouse Co.
St. Paul Term'l Whse. Co.

MISSISSIPPI

Hattiesburg
Holloway Tfr. & Stge. Co., Inc.

MISSOURI

Joplin
Sunflower Tfr. & Stge. Co.
Kansas City
Adams Tfr. & Storage Co.
Belger Warehouse Co.
Central Storage Co.
Crooks Terminal Whses., Inc.
Evans Whse. Service
G-K Whses. Inc.
Jacobs Warehouse Co., Inc.
Kansas City Term'l Whse. Co.
Midwest Terminal Whse. Co.
St. Louis
Biltmore Mfg. & Storage Co.
Keystone Warehousing Co.
S. N. Long Warehouse
Madison St. Term'l Whse. Corp.
Rutger St. Whse., Inc.
St. Louis Terminal Whse. Co.
Tyler Whse. & Cold Stge. Co.
Von Der Ahe Van Lines, Inc.
Warehousing Corp. of Mo., Inc.
Springfield
General Warehouse Corp.

MONTANA

Billings
Baker Transfer & Stge. Co.

NEBRASKA

Lincoln
Star Van & Storage Co.
Sullivan Tfr. & Stge. Co.
Omaha
Ford Stge. & Mvg. Co.
Gordon Stge. Whses., Inc.
Omaha Central Whse. Co.
Scottsbluff
Baker's Tfr. & Storage Co.

NEW HAMPSHIRE

Manchester
McLane & Taylor Corp.

NEW JERSEY

Bayonne
Lehigh Tank Terminal
Camden
Camden Marine Terminals
Evenson & Levering
Elizabeth
Wheeling Transportation, Inc.
Haddon Heights
Haddon Mvg. & Storage Co.
Jersey City
Cooke Warehouse Corp., J. Leo
Lackawanna Whse. Co., Inc.
Mid-Hudson Warehouse, Inc.
Newark
Federal Stge. Whses.
Lehigh Whse. & Trans. Co.
Paterson
Commercial Warehouses
Port Newark
Lehigh Term. & Whse. Co.
Wheeling Transportation, Inc.
Trenton
Anchor Warehouse Co.
Delaware Valley Whse. Co.
Pettry Express & Stge. Co.

NEW YORK

Brooklyn
Dock Whsing. & Bottling
Center, Inc.
Empire State Whses. Co.
Buffalo
American Household Stge. Co.
Buffalo Merchandise Whses.,
Inc.
Keystone Warehouse Co.
Knowlton Warehouse, Inc.
Laub Warehouse

Lederer Terminals
Wilson Warehouse, Inc.
Deer Park, L. I.
Pinter Warehouse, Inc.
Dunkirk
Tidewater-Cleveland Stge.
Corp.
Hempstead, L. I.
Hempstead Storage Corp.
Horseheads
Lehigh-Horseheads Whse. Corp.
New York City
Affiliated Whse. Companies
American Chain of Whses., Inc.
Associated Warehouses, Inc.
Bowling Green Stge. & Van Co.
Chelsea Fireproof Stge. Whses.
National Mvg. & Whse. Corp.
Santini Brothers, Inc.
West Side Whses., Inc.
Rochester
Geo. M. Clancy Carting Co., Inc.
Syracuse
Great Northern Whses., Inc.
King Storage Whse., Inc.
Paul-Jeffrey Company
White Plains
J. H. Evans & Sons, Inc.

NORTH CAROLINA

Charlotte
American Stge. & Whse. Co.,
Inc.
Dixie Cartage & Whsing. Co.
Greensboro
Lewis Storage Co.
High Point
Security Warehouse Co.
Raleigh
Carolina Stge. & Dist. Co.
Raleigh Bonded Whse., Inc.

NORTH DAKOTA

Fargo
Fargo Frt. Term. & Whse., Inc.
Union Storage & Tfr. Co.

OHIO

Akron
Cotter Merchandise Stge. Co.
Knickerbocker Whse. & Stge.
Co.
Canton
Canton Storage, Inc.
Cincinnati
Cincinnati Trml. Whses., Inc.
"Al" Nalsh Mvg. & Stge. Co.
Security Storage Co.
Cleveland
Assembly Distribution Service,
Inc.
Conaty Warehouse Co.
Lederer Terminals
National Terminals Corp.
Railway Warehouses
Sheriff Cold Storage Co.
Columbus
Central Ohio Warehouse Co.
Columbus Term'l Whse. Co.
Merchandise Whse. Co.
Ohio Warehouses, Inc.
Patton Warehouse, Inc.

Dayton

Dayton Warehouses, Inc.
Union Storage Co.
Mansfield
Buckeye Storage Co.
Marion
Merchants Tfr. & Storage Co.
Springfield
Wagners Service, Inc.
Toledo
Edgar's Warehouses
Great Lakes Term'l Whse. Co.
Merchants & Mfrs. Whse. Co.
Toledo Terminal Whse., Inc.
Youngstown
Lederer Terminals

OKLAHOMA

Oklahoma City
General Warehouse Corp.
Kings Van & Storage
O. K. Tfr. & Stge. Co.
Tulsa
General Warehouse Corp.

OREGON

Portland
Holman Transfer Co.
Oregon Transfer Co.
Rapid Transfer & Stge. Co.
Rudie Wilhelm Whse. Co.

PENNSYLVANIA

Allentown
Hummel Warehouse Co., Inc.
Butler
Nicholas Tfr. & Stge. Co.
Erie
Erie Warehouse Co.
M. V. Irwin Moving & Stge.
Harrisburg
Central Storage & Transfer Co.
Harrisburg Storage Co.
Harrisburg Warehouse Div.,
Western Whsing. Co.
Lancaster
Lancaster Storage Co.
Philadelphia
Commercial Warehousing Co.
Dan Louderback Mvg. & Stge.
Co.
Melville Warehouse Co.
Merchants Whse. Co.
Pennsylvania Whsing. & Safe
Deposit Co.
Terminal Warehouse Co.
Pittsburgh
Beacon Warehouse, Inc.
Nicklaus Tfr. & Stge. Co.
Pittsburgh Term. Whses., Inc.
Ed Werner Tfr. & Stge. Co.
White Terminal Co.
Scranton
Bison Metal Whse. & Stge. Co.
Mifflin Warehouse Co.
Quackenbush Warehouse Co.

RHODE ISLAND

Providence
Atlas Terminal Co.

SOUTH CAROLINA

Charleston
Berkeley Storage Co.
Charleston Whse. & Fwdg. Corp.
Columbia
Carolina Bonded Stge. Co.
Florence
Southern Bonded Whse. Co.

TENNESSEE

Chattanooga
Chattanooga Whse. & C.S. Co.
Cherokee Whses., Inc.
Knoxville
Fireproof Stge. & Van Co.
Memphis
Armstrong Tfr. & Stge. Co., Inc.
Mayer Whse. & Term'l. Inc.
Midwest Terminal Whse. Co.
Poston Warehouses, Inc.
Valden Warehouse
Nashville
Bond, Chadwell Co.
Central Van & Stge. Co.

TEXAS

Corpus Christi
Corpus Christi Whse. & Stge.
Co.
El Paso
El Paso Term'l. Whses., Inc.
Western Warehouses
Fort Worth
Blynon O'Keefe Stge. Co.
Johnson Stge. & Van Co.
United States Cold Stge. Corp.
Houston
American Warehouses, Inc.
Houston Central Whse. & C.S.
Co.
Houston Term. Whse. & C.S.
Co.
Houston Warehouse Service,
Inc.
Patrick Tfr. & Stge. Co.
W. R. Smith Transfer
T.P.C. Stge. & Tfr. Co., Inc.
Texas Service Whse. Co.
Union Transfer & Stge. Co.
Universal Term. Whse. Co.
Wald Term'l Whse. Co., Inc.
Laredo
Laredo Whse. & Stge. Co.
Odessa
Rocky Ford Mvg. & Stge.
Texarkana
Hunter Tfr. & Storage Co.

UTAH

Salt Lake City
Noyce Transfer Co.
Redman Van & Storage Co.

VIRGINIA

Norfolk
Security Storage & Van Co.
Southgate Storage Co., Inc.

WASHINGTON

Seattle
Seattle Transfer Co.
Taylor-Edwards Whse. & Tfr.
Co., Inc.
Spokane
Goodwin Mvg. & Stge. Co.
Taylor-Edwards Whse. & Tfr.
Co., Inc.
Walla Walla
Dean's Whse. & Tfr. Co.

WEST VIRGINIA

Charleston
Guaranty Storage Co.
Mathews Storage Whses.
Clarksburg
Central Storage Co.
Huntington
W. J. Maier Storage Co.
Service Warehouse Corp.

WISCONSIN

Eau Claire
Superior Transit Stge. Corp.
Green Bay
Leicht Tfr. & Stge. Co.
Madison
Hansen Stge. of Madison, Inc.
Milwaukee
American Warehouse Co.
Hansen Storage Co.
National Warehouse Corp.
Terminal Storage Co.

CANADA

Toronto, Ont.
Howell Warehouses Ltd.
Terminal Warehouses Ltd.
Toronto Storage Co. Ltd.
Montreal, Que.
St. Lawrence Warehouse, Inc.

CUBA

Havana
Cuban Warehouses Corp.

ANNUAL WAREHOUSE DIRECTORY

As this issue comes off press, the DA staff is busily preparing the Annual DA Warehouse Directory. Through the years the DA Directory has come to mean many things to many people. It is not without reason that it has come to be known as "The Big Book of the Warehouse Industry."

TO THE DISTRIBUTION EXECUTIVE it is the encyclopedia of public warehousing. It lists the services, facilities, and equipment of most major firms among the nation's almost 4000 merchandise, refrigerated, and household goods warehouses. Also through pages of reference data, the DA Directory has come to be a well respected "physical distribution handbook."

TO THE PUBLIC WAREHOUSEMAN the DA Directory has become the one place where he can be sure that his message will be seen and read by ALL the people who use public warehouse space and services.

If you're a DISTRIBUTION EXECUTIVE or a WAREHOUSEMAN, we hope you'll tell us how we can improve the Directory to better serve you.

ALABAMA—ARIZONA—ARKANSAS—CALIFORNIA

BIRMINGHAM, ALA.

Established 1913

American Transfer & Warehouse Co., Inc.
831 N. 19th Street Birmingham 2, Ala.

Merchandise Storage
Warehouse, Concrete and Steel Construction—150,000 sq. ft.—sprinklered. ADT Alarm. Private siding, Frisco railroad. Pool Car Distribution and heavy machinery hauling.

Member of AWA—SEWANA—ALATA



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Pool Cars Handled
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A Subsidiary Of
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Pool Car Service a Specialty—Motor Truck Service
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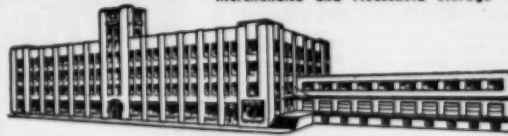
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12 truck dock.

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President

J. A. Williams, Vice President

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★ Pool car distribution—

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★ Crane, Winch, Heavy hauling equipment.

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Specializing in General Merchandise Storage
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Accurate Inventory Control

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General Office and Warehouse
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- Household and Merchandise
- Freight Forwarding and
- Facilities
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Space for any kind of commodity

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Only Bonded Warehouse serving Panama City, Fla.



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AMPLE TRUCK DOCKS ADJOINING EXPRESSWAY
LOCAL DELIVERY SERVICE

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P. O. Box 1559
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Only Bonded Warehouse serving both Columbus, Ga., and Phenix City, Ala.
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Member NFWA—SEW&MA—AVL



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Members: A.W.A.—A.C. of W.

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Concrete Building—Low Insurance Rates

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throughout
Lowest Insurance
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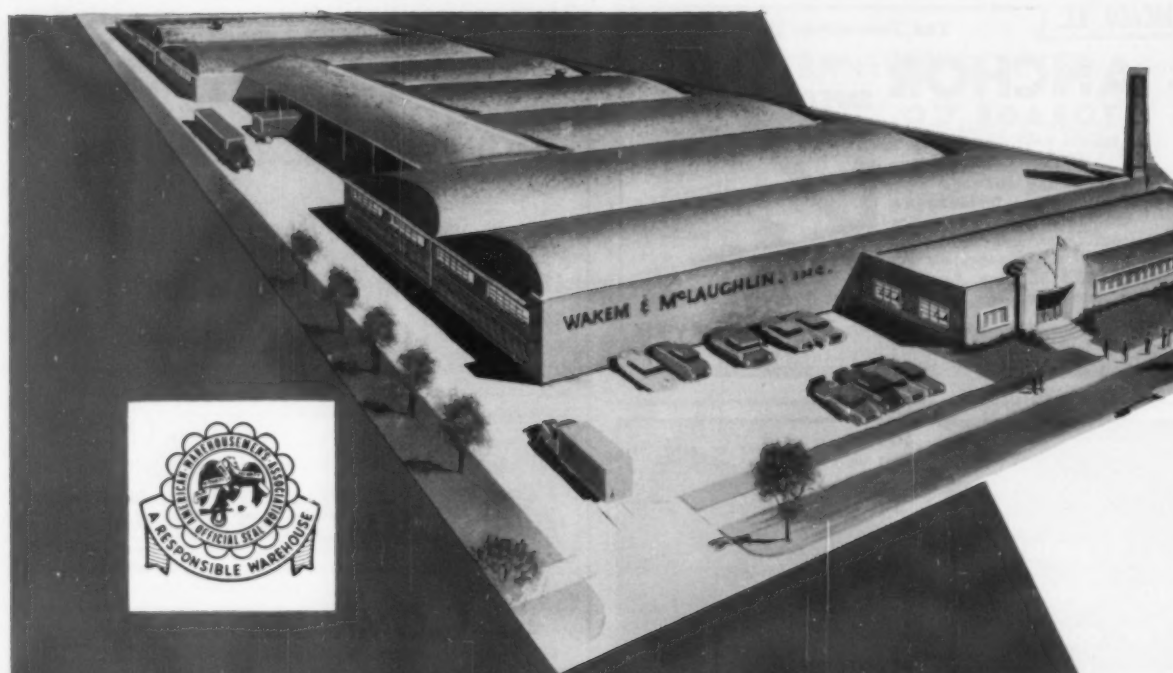
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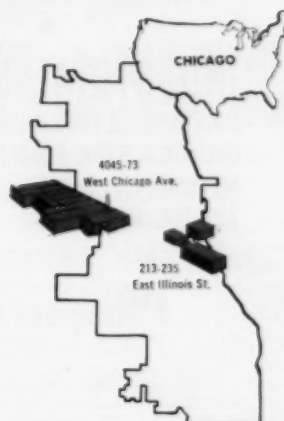
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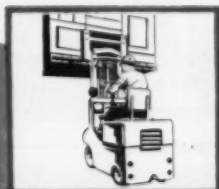
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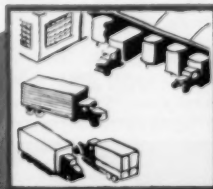
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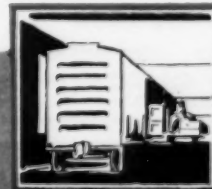
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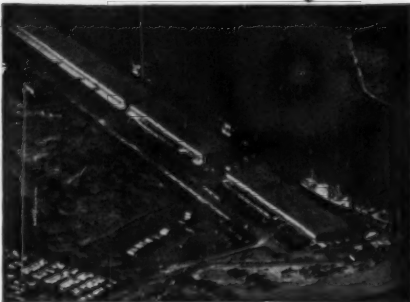
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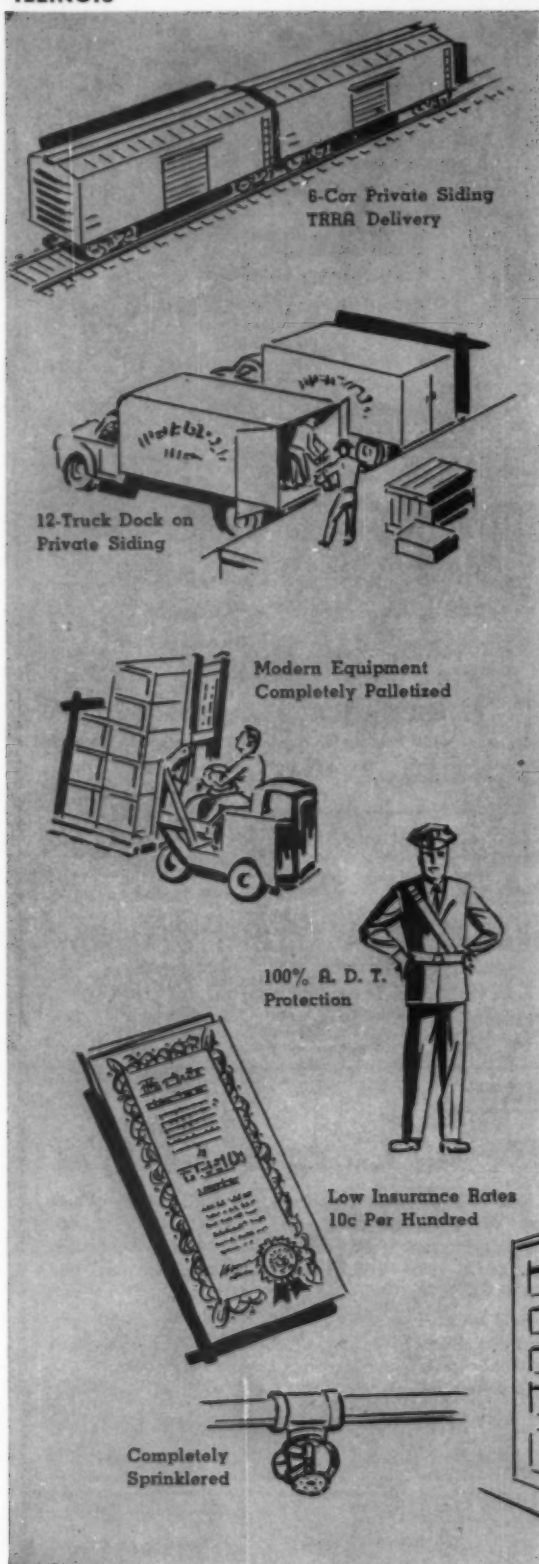
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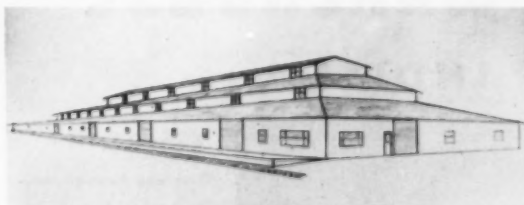


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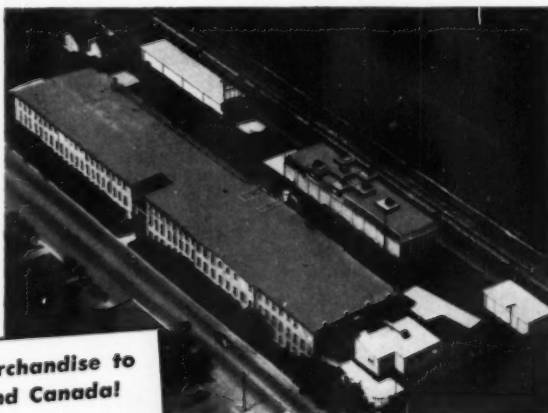
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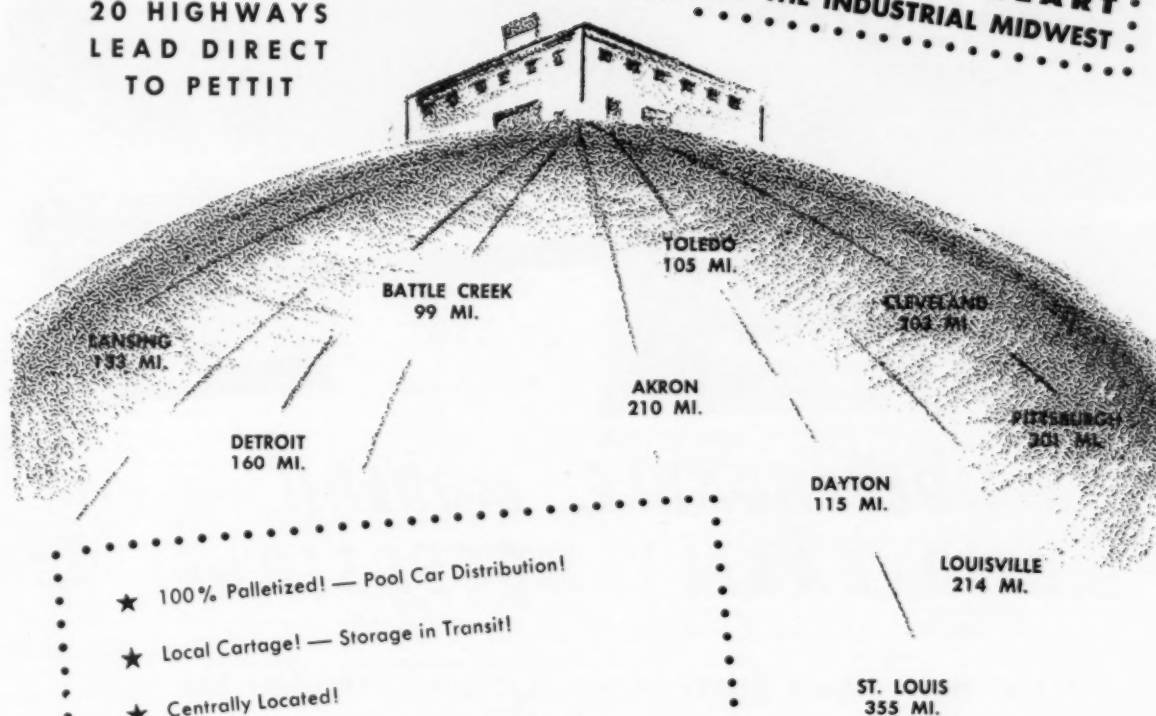
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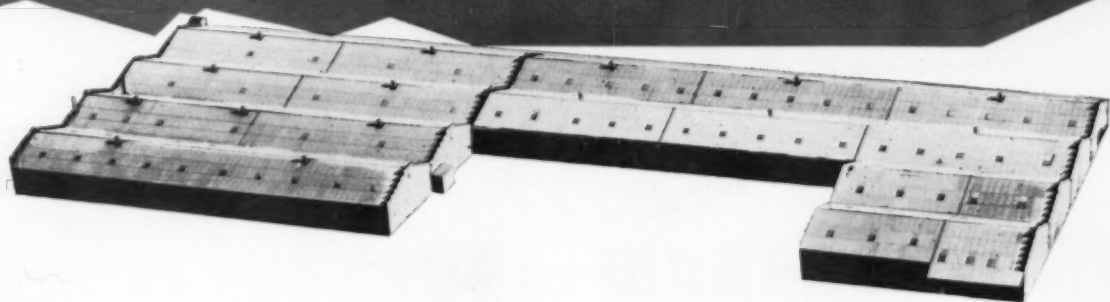
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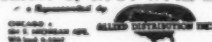
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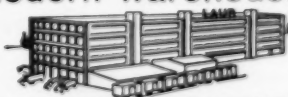


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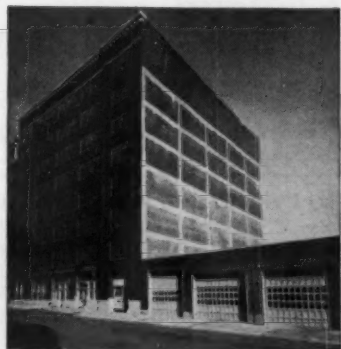
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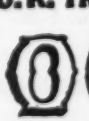
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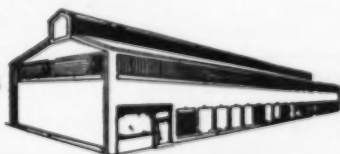
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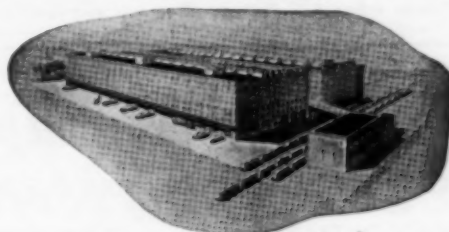
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**SEATTLE
TRANSFER CO.**
2 HANFORD STREET

LLOYD TRANSFER CO. STANDARD WAREHOUSE CO.
Pool Car Division Storage Division

Within the Law ...

(Continued from Page 147)

the damage was caused by inherent quality of the glass, or fault of the shipper, the higher court held that the carrier must pay to the A—G— and P— Co. the full value of the broken and damaged glass. This court said:

"The evidence supported the judgment for consignee (A— G— and P— Co.) on the ground that the damage occurred in transit and not before transit began or after transit ceased . . .

The reasonable inference to be drawn from the evidence was that nothing happened to the containers to cause breakage of the glass inside them, after they reached plaintiff's dock."

Quite obviously, this late and leading higher court decision is applicable in suits against warehousemen by owners of damaged stored goods. In other words, a court may base its good judgment upon circumstantial evidence, if no direct or otherwise useful testimony is available.

Does a contract with a warehouseman limiting liability also pertain to additional storage later?

Yes, because effectiveness of the limitation clause is "implied" as to all goods subsequently stored.

For example, in the case of R— v. F— S— Co., 254 Pa. 909, it was disclosed that a warehouseman accepted thirteen parcels of household goods for storage and issued a receipt there for containing a list of the parcels. The receipt, also, contained the following limitation clause:

"The responsibility of this warehouse company for any piece or package, or its contents, is limited to the sum of \$25.00 unless the value thereof is made known at the time of the storing and receipted for in the schedule, and an additional charge made for the higher valuation."

Several weeks later the holder of the receipt deposited four other parcels for storage, but received no receipt there for. The four parcels last deposited were stolen, and the owner sued the warehouseman for \$440.00.

The court held the owner entitled to receive but \$25.00 for each package.



"My! Quitting time already?"

When is a cold storage warehouse operator held negligent for the deterioration of goods stored?

A few weeks ago a higher court rendered an important decision on cold storage. A warehouseman will not be liable for deterioration of merchandise in cold storage unless the testimony clearly proves that the warehouseman was negligent, or breached his agreement to the owner of the stored merchandise.

For illustration, in S— v. M— R— Co., 320 Pac. (2d) 583, the testimony showed facts, as follows: A warehouse company was sued for heavy damages based upon its negligence in failing to fumigate or gas 12 carloads of grapes at regular 10-day intervals while they were in cold storage.

The owner of the grapes further alleged that the grapes were placed in the cold storage plant with the "express agreement" that the warehouse company would provide for thorough gassing at regular 10-day intervals.

He also alleged that the employees of the warehouse negligently failed to maintain any 10-day interval schedule of gassing. As a result, he said, the grapes were caused to suffer extensive deterioration, rot, and decay.

The jury refused to hold the warehouse company liable. It said that the owner of the grapes did not positively prove that officials of the warehouse company had promised to gas the grapes at 10-day intervals.

The higher court approved the jury's verdict, saying:

"The evidence was highly conflicting but was sufficient to support the verdict of the jury."

(Resume Reading on Page 148)

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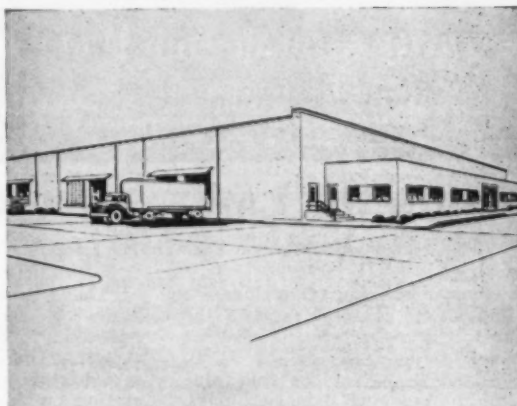
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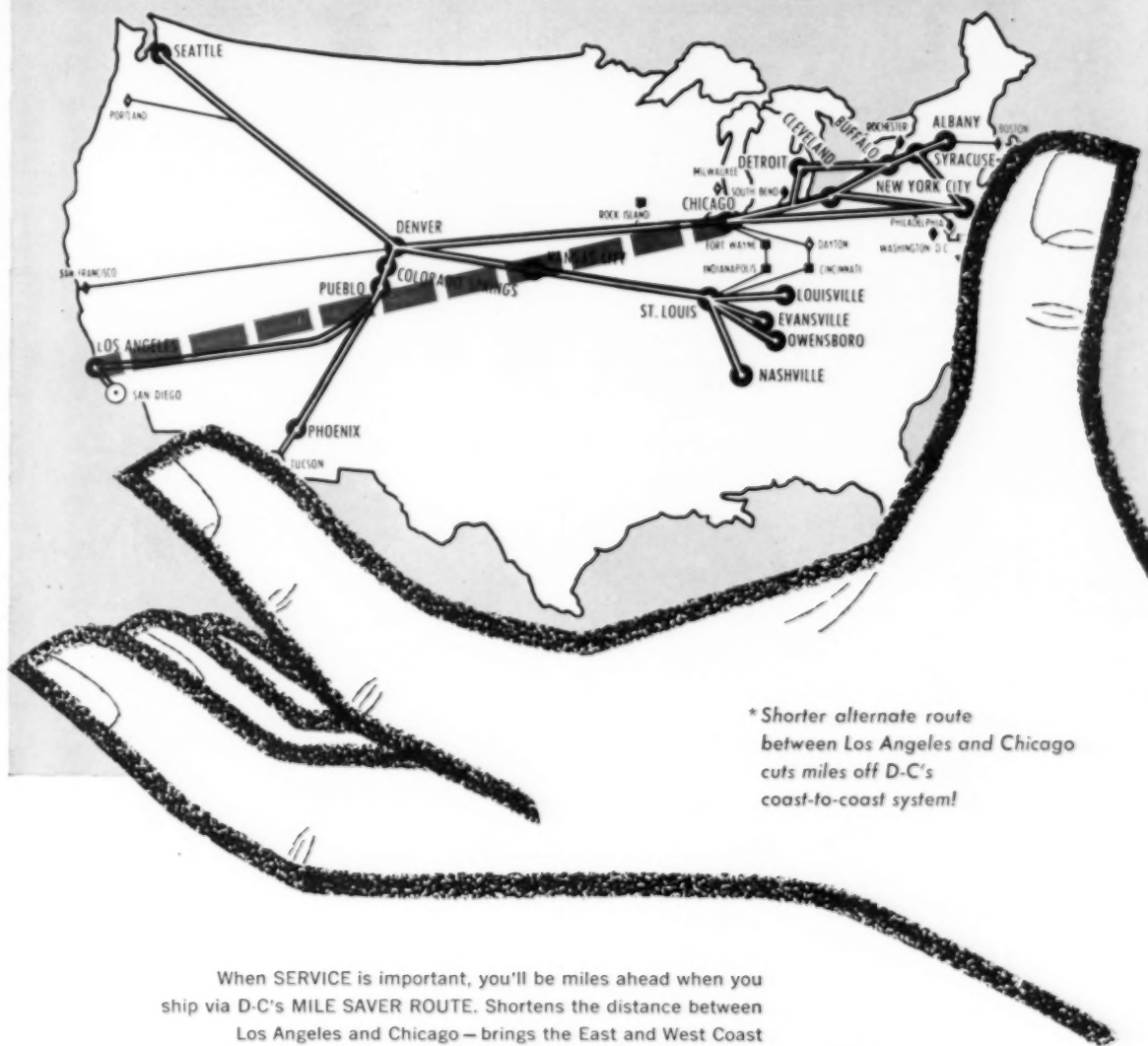
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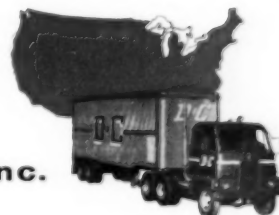


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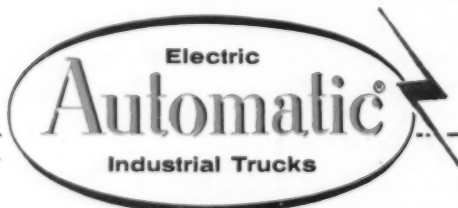
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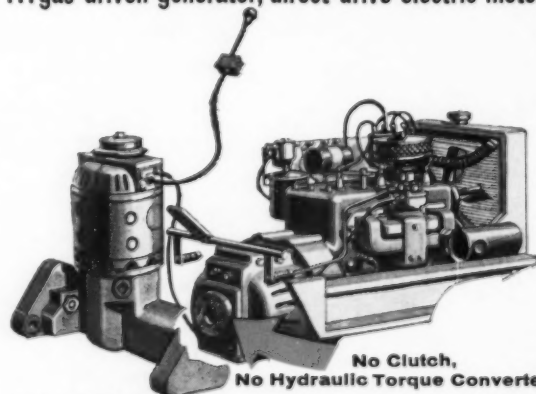
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